Special Edition: Supercross Preview Issue

CYCLE NEWS®

America's weekly motorcycle newspaper

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250 MX Shootout

Bring the Noise

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Supercross '94

McGrath vs The Rest

Ryan Hughes (Kaw) swept the 125 and 250cc Pro classes at round one of the GFI Winter Series, held at Perris Raceway in Perris, California, January 9. **Craig Decker** (Hon) and **Mike Chamberlain** (Yam) rounded out the top three in the 125cc division, while **Steve Lamson** (Hon) and **Jeff Matiasevich** (Yam) filled the remaining spots on the 250cc class podium.

Terry Parsons (Kaw) was the 125cc Pro class winner at the opening round of the CMC Golden State South series, held at Sunrise Cycle Park in Adelanto, California, January 9. **Cory Keeny** (Kaw) was the runner-up , finishing ahead of **Ty Davis** (Kaw). **Kyle Lewis** (Yam) topped **Mike Healey** (Hon) and Parsons in the 250cc Pro division.

John Dowd (Yam) and **Kevin Windham** (Kaw) scored the 250 and 125cc Pro class wins, respectively, at the second round of the Florida Winter AMA MX Series at the Florida Motorsports Complex in Ocala, Florida, January 8-9. Dowd won both 250cc motos, while Windham shared moto wins in the 125cc class with **Tim Ferry** (Hon), who ended up fifth overall. Ferry also finished second overall in the 250cc class, while **Jim Neese** (Kaw), **Chad Pederson** (Yam) and **Jeff Curry** (Kaw) rounded out the top five. Not only did Dowd win the 250cc class, he also finished second to Windham in the 125cc division. **Mike Brown** (Kaw) finished third, followed by **Barry Carsten** (Suz) and Ferry. **Ricky Carmichael** (Kaw) topped the 85cc (14-15) and Super Mini classes.

Jimmy Gaddis (Kaw), **Mike Jones** (Suz) and **Doug Dubach** (Yam) were the top Pro class finishers at AMA ProLite National Arenacross Series round at the Cow Palace in San Francisco, California, January 7-8. Gaddis won both the 125 and 250cc Pro classes on Friday night, while Jones and Dubach split wins in the 125 and 250cc Pro classes, respectively, Saturday night. Gaddis finished fifth in the 125cc class on Saturday, but while competing in the 250cc class, he was involved in a crash with **Bret Hamilton** (Hon). As a precautionary measure, Gaddis was taken to the hospital and was later released.

With the Dakar '94 Rally one-half completed on Wednesday, January 5, and the riders taking a scheduled day off before returning from Dakar, Senegal, to the start/finish in Paris, France, Italian **Edi Orioli** (Cag) had secured the overall lead. Spain's **Jordi Arcarons** (Cag) held down second while countryman **Carlos Mas** (Cag), who earlier held the overall lead, was third. Spaniard **Paolo Gallardo** and Russia's **A. Nifontov** (Cag) rounded out the top five. Frenchman **Jean-Christophe Wagner** slipped from fourth overall to eighth place when he suffered a high-speed crash in the sand. The rally has been marred by the death of Belgian **Michel Sansen**, who crashed on January 5, when the riders were heading to the start of a transfer section. Sansen lost control when he hit a strip of sand that crossed the paved road. The rally began its return stint on Friday, January 8, with the second half of the race expected to be even more challenging than the first.

Dirt tracker **Davey Camlin** and bike owner/tuner **Skip Eaken** have reached an agreement for the upcoming AMA Grand National Championship Series. "Unfortunately, we haven't been able to secure a major sponsor yet, but we're still planning on going racing," said Camlin. "My father is going to loan us our '93 race bike to use as a spare, and we're going to use Skip's bike as the main racer." According to Camlin, the team plans to contest the season-opening Daytona Short Track and the following west coast stint in California before evaluating their results and deciding whether to complete the series.

Ohian **Scott Stump**, the 1989 Camel Pro Rookie of the Year, will contest the 1994 AMA Grand National Championship Series aboard the **M&M Racing** Honda RS750s owned and tuned by **Mike Morr**. "I finished out the last few races of '93 aboard Mike's bikes, and I'm really excited to be racing them in '94 as well," said Stump. "This will be my year; I'm more motivated than ever. I have a personal trainer to help me prepare for Daytona. So far, I've lost 28 pounds, and I still have five more to go. People are gonna die when they see me at Daytona."

Vance & Hines Performance Products co-owner and renowned engine builder, **Byron Hines,** was called a hero by the Los Angeles County sheriff's deputies after saving a man's life on January 6. Hines pulled 73-year-old Norman Henshaw from his car, which was stuck on railroad tracks in Sante Fe Springs, California, only seconds before the car was struck by a moving Amtrak train. "We carried him from the car. We were about 30 feet away when the train hit the car," Hines told the Los Angeles Times. "Motorcycle racing is kind of sedate compared to what happened."

According to a press release issued by team owner **Craig Erion**, Two Brothers Racing will not field an in-house team in 1994. According to Erion, the move will allow Two Brothers Racing to spend needed cash on new product development, research and development, and advertising. **Two Brothers Racing** won the AMA/CCS EBC Brakes Endurance Challenge Championship last year on a Honda CBR900. "I invested heavily on the premise of being Honda's outside race team. It made sense to me at one time, but Honda's failure to reward our success with their product wasn't consistent with their massive spending on their in-house team, Commonwealth (Racing)," Erion said. "It became obvious that I was fighting an uphill battle...a battle I could not make sense of. I'll kind of miss the glamour of the team, but on the other hand I look forward to becoming involved, support-wise, with other race teams. This position will allow TBR to establish a broader customer base instead of being limited to Honda products." In addition, Two Brothers Racing has moved to a new location at 1842 Windsor Lane, Santa Ana, CA 92705. The new phone number is 714/832-5504.

PM Communications has been retained by the AMA to coordinate and manage publicity and media relations for the 1994 AMA U.S. Superbike Championship Series. **Pat Murphy**, the president of the Sacramento, California-based marketing and public relations firm, will attend all rounds of the series and will work with the AMA and event promoters in providing media services throughout the season.

With **Camel Cycle Week** in Daytona Beach, Florida, starting a week later than normal, the event now features a 100-percent overlap with Spring Break, thus motorcyclists and students are competing for hotel rooms. According to TravelCraft, rooms are scarce but they do have some. For more information call TravelCraft at 800/241-1223.

Honda "collects" MCI as team sponsor

One expense Honda's motocross team won't have to worry about for a while is high phone bills. That's because the successful team has signed MCI, the long-distance telephone company, as an official team sponsor for the 1994 season. Though details are still sketchy, sources say that MCI will be the team's primary sponsor, and will use team riders in advertisements for their new 1-800-COLLECT service. The commercials are expected to appear nationwide on network television sometime in the near future.

This marks the first time that a factory motocross team has been able to land major outside-the-industry sponsorship for an AMA series, though Honda and Kawasaki have been trying for several years. Until now the teams have been funded, for the most part, from within, with minor sponsorships from aftermarket product manufacturers. Pro Circuit has had the most success in securing outside sponsorships, including Peak Antifreeze, SplitFire spark plugs and Hot Wheels toys. Outside sponsorship is an integral part of many other forms of motorsports, including Formula One, NASCAR and Indy car racing.

Team Honda will consist of defending AMA Camel Supercross Champion Jeremy McGrath, former Supercross and National MX Champion Jeff Stanton, 125cc National MX Champion Doug Henry, and Steve Lamson.

Rumors that the AMA will hold a **125cc Grand Prix exhibition class** during the 1994 AMA National Championship Road Race Series are apparently not true. "There isn't a 125cc class on the AMA schedule for the Nationals in 1994," said Tom Mueller, the AMA vice president of sports marketing. "There is some time open in the program for exhibition races at some events, much like the Twins race that was held at Loudon last year. We're just speculating on it right now. It's been discussed."

Although the AMA says there is no 125cc Grand Prix exhibition class currently scheduled for the 1994 AMA National Championship Road Race Series, **Moto Liberty** is accepting resumes from riders who intend to participate in the class. The support program will include a discount on the purchase of a 1994 Honda RS125, plus substantial discounts on tires and parts. The bike and spares kit will sell for $9700. For more information contact Moto Liberty at 214/242-6440.

According to Southwick Motocross 338, the **Holiday Inn** at Bradley International Airport in Connecticut has been designated the official race headquarters for the AMA 125 and 250cc MX National scheduled for June 26 in Southwick, Massachusetts. For reservations call 203/637-5171 and mention MX338.

The **Broome-Tioga Sport Center**, a National-level motocross racing facility in Binghampton, New York, is for sale. The owner is relocating and is looking for a buyer. For more information call 607/648-9626, fax 607/648-4997 or write to Jack Skutnik, 7 Charmel Dr., Binghampton, NY 13901.

The California Mini Motorcycle Club (CMMC) recently elected an 11-member board to guide them in 1994. Former treasurer **Gracie Buscemi** was elected president of the organization which is entering its 21st year of racing at Barona Oaks Raceway in San Diego County. For more information contact Buscemi at 619/467-0474.

Pro Stock drag racer **Jim Bernard** has signed a contract with the Star Racing Team and will join **John Myers** on the team for 1994. Bernard will ride the Georgia-based team's Suzuki GSXR and will begin testing in late January in Florida and Texas. "I'm very honored to be part of Star Racing," Bernard said. "George (...Bryce - Star Racing's owner) called me before Christmas and asked if I'd be interested in joining the team and, to be truthful, it caught me off guard. I'm really excited about the team's prospects for the new season."

D&S Kawasaki/Honda in Arlington, Texas, is hosting a **Suzuka 8-Hour Challenge** on January 10-16. The challenge will pit participants against each other and guest stars like **Mike Hale, Doug Carmichael, Jim Sabin** and **Doug Polen** on the four-bike video game. All proceeds will be donated to the Children's Miracle Network. For more information call 817/465-5454.

Jeff Matiasevich, who was let go from Team Suzuki at the end of the '93 season, will contest the 1994 AMA Camel Supercross Series aboard a Yamaha YZ250, with support from Escondido, California's North County Yamaha. "Chicken" got a deal on bikes and parts, and NCY will provide transportation to the west coast rounds (where their 125cc team riders will be competing). The former Western Regional 125cc Supercross Champion has hired veteran tuner **Ron Heben** to transport and prepare his race bikes.

Former 125cc National MX Champion **Ron Lechien** is looking for sponsorship to contest the 1994 MTEG Stadium Off-Road Series. "We were working on a deal with Zima (clear malt beverage), but it fell through at the last minute," said Lechien. "Right now, I don't even know what kind of bike I'm going to ride. It's the middle of January and I don't even have a '94 bike yet. If something doesn't happen soon, it might be too late." Lechien added that he would consider campaigning the Grand Prix circuit if an offer came his way.

If you're planning to attend the **Tecate 250k Enduro** on Saturday, March 26, in Tecate, Baja California, Mexico, you may want to consider showing up a day early. On Friday, off-road legend Larry Roeseler will host an enduro school, covering riding techniques, timekeeping, bike maintenance and training. For more information on the class, call 619/948-7435. For information on the enduro, call 619//281-1800 (days) or 619/465-7569 (evenings).

The **AHRMA awards dinner** for the

Nor/Cal and AHRMA West Series will be held on Saturday, January 29 at the Italian Athletic Club at 3541 Cherryland Ave. in Stockton, California. A social hour will begin at 6:00 p.m. with dinner to follow at 7:00 p.m. Tickets are currently available for $20 per person and $10 for children, and a few tickets will be available at the door for $30. Reservations must be sent to the AHRMA office (P.O. Box 882, Wausau, WI 54402) by January 26. For more information call Cindy Geer at 209/931-5491 or Kay Mann at 702/265-6489.

The six-round **1994 Cellular One Sound of Thunder Four-Stroke MX Series** is scheduled to begin April 30-May 1 in Sacramento, California, and will end August 13-14 in Washougal, Washington. The series will feature both professional and amateur racers on four-stroke motorcycles. Honda, Husqvarna, Husaberg, ATK, KTM and Kawasaki have already committed to contingency programs, according to promoter Mike Young Sr.

The **Vintage Japanese Motorcycle Club** has announced that, effective February 1, **Ron Burton** will assume the position of membership chairman for the 600-member North American organization. Burton takes over from Holly Garrett, of Ontario, Canada, who held the position for the last five years. For more information call 6023/429-2436.

Former motorcycle racer and Indian test rider **Bobby Baer**, 69, died on December 20, 1993 in Laconia, New Hampshire. Baer won the amateur portion of the Springfield Mile in 1941 and had spent the last 10 years as pit man for his brother Butch, who competes in AHRMA vintage races. Baer is survived by his wife, two sons, two daughters, and six grandchildren.

Dunlop's road race coordinator **Jim Allen** faxed us the following message on Monday, January 10. "Please be advised that while Dunlop is certainly delighted to add Harley-Davidson to the list of AMA Superbike teams using Dunlop tires in 1994, our support of Harley-Davidson will in no way mean a reduction in our sponsorship support of private riders, private teams or other AMA Superbike teams. All published and verbal reports to the contrary are in error."

According to AMA national technical manager **Merrill Vanderslice**, Harley-Davidson must produce seven of their VR-1000 superbikes prior to the Daytona 200 on March 13 for them to be eligible to compete in the March classic. "They have to agree to produce 50 this year, but they need to produce seven before Daytona," Vanderslice said. "Basically, I've got to see seven motorcycles before they can go race at Daytona. This is a rule the AMA has to ensure that there are no one-off motorcycles. Fifty is a pretty substantial number for Harley right now, but they're getting it done. They are using the same rules that Ducati has been playing with. In fact, Ducati will be homologating two bikes for Daytona - a 1994 888 and a 1994 AMA Superbike model. The Ducati 916 will come later."

According to reports from Europe, the man behind the World Championship Superbike Series, **Maurizio Flammini**, and his Flammini Group lost some $4.5 million last year on a concert series and Flammini now needs a partner to help him fund the 1994 World Superbike Series. Reportedly, Flammini contacted Dorna, the Spanish television marketing company that runs the World Championship Road Race Series, but they weren't interested in the superbike series.

Two-time World Superbike Champion and current AMA National Superbike Champion **Doug Polen** has signed a two-year contract with Shoei helmets. Polen, who recently signed a contract to ride Honda's new RC45 in the 1994 World Superbike Championship, will wear Shoei's X-8 Air Falcon TC-6 helmet. Shoei has also signed Brazilian **Alex Barros** to wear its helmets in the 1994 World Championship Road Race Series, joining Polen, **Scott Russell**, **Daryl Beattie** and **Miguel DuHamel** as the company's sponsored road racers.

Kawasaki Team Green racer and Baja 1000 winner **Larry Roeseler,** and co-driver Curt LeDuc, finished third overall and first-in-class in a Class 8 truck at the LaRana, New Years 200 off-road race in Barstow, California, January 8.

The **Temecula Motorsports Park** has reopened, and in addition to a newly designed motocross track, the park will also feature a high-banked dirt oval and a new Pee Wee motocross track. Practice is scheduled for January 12, 14, 15, 26, 28 and 29 from 8:00 a.m. to 4:00 p.m. Practice fees are $10. For more information call 909/698-4800.

NFL playoffs may force Houston SX date change

Why will Texan supercross fans have an interest in the outcome of the Houston Oilers/Kansas City Chiefs NFL playoff game on Sunday, January 16? Well, apart from the fact that most Texans are huge football fans to begin with, there is also the fact that the game could affect the date that the Houston Supercross is held. The event is scheduled for Saturday, January 22, in the Houston Astrodome, but that will change if Houston defeats Kansas City on January 16 and the Buffalo Bills lose to the Los Angeles Raiders the day before in Buffalo. If the Raiders defeat Buffalo and Houston beats Kansas City, the Raiders will play Houston for the AFC Championship in the Astrodome on January 23 - thus the Houston Supercross would be postponed until February 12. The Tampa Supercross, currently scheduled for February 12, would be moved to February 19. Early-season events at Anaheim and San Diego will not be affected.

AUTOGRAPH SIGNING: At K's Humble Suzuki/Yamaha in Humble, Texas, on January 21 from 6:00-8:00 p.m. Team Suzuki's Guy Cooper is scheduled to appear. For more information call 713/446-7165.

BORN: Eric Scott Stump II, to Grand National Championship Series dirt tracker Scott Stump and his fiancee Erika Ikey, in Langhorn, Pennsylvania, December 25, 1993.

AUTOGRAPH SIGNING: At Cycle Riders of Longwood in Longwood, Florida, on January 14 from 6:00-8:00 p.m. Team Suzuki riders Brian Swink, Phil Lawrence, Jimmy Button and Ezra Lusk are scheduled to appear. For more information call Mitchell Marqui at 407/695-4900.

HIRED: Dr. Bernward Bayer, by Continental AG, the German parent company of Continental Tire's American motorcycle operation, as head of Continental's motorcycle tire research and development department. Bayer joins Continental after seven years with Metzeler and Pirelli.

ENGAGED: Earl Campbell, owner of Pro Italia in Glendale, California, to Linda Dahlmer.

AUTOGRAPH SIGNING: At Clear Lake Kawasaki in Webster, Texas, on January 21 from 5:00-7:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco and Robbie Reynard are scheduled to appear. For more information call 713/486-4604.

AUTOGRAPH SIGNING: At Honda Kawasaki Sportscenter in Lake Forest, California, on January 28 from 6:00-8:00 p.m. Team Kawasaki's Mike Kiedrowski and Mike LaRocco are scheduled to appear. For more information call 714/646-2428.

HIRED: Bob Weber as general manager of Paul Thede's Race Tech, a suspension performance company based in Pomona, California. Weber was previously employed as national sales manager for White Bros.

AUTOGRAPH SIGNING: At Northwest Honda in Houston, Texas, on January 21 from 6:00-8:00 p.m. Team Honda's AMA Camel Supercross Champion Jeremy McGrath, Jeff Stanton, Doug Henry and Steve Lamson are scheduled to appear.

STOLEN: Lars-Erik Larsson's 1994 NCY Yamaha YZ125 (frame number JYA4JYWOORA010552, engine number 4JY010552) from the Perris Raceway pits at the opening round of the GFI Winter Series in Perris, California, January 9. A $1000 reward is being offered for recovery of the bike. Call 619/287-5437.

MARRIED: Rick "Gunny" Claypoole, to Nina Hibbert, in Beaverton, Oregon, January 1. Claypoole has helped manage the U.S. teams at numerous International Six-Days Enduro events, including the most recent ISDE held in Holland last October.

RESIGNED: James Degaine, as Kawasaki Team Green Off-Road Coordinator. Degaine plans on spending more time with his family in Palm Desert, California. CN

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VOICES
Letters to the editor

Praising Allen

After reading the December 15 issue of *Cycle News*, I couldn't let Henny Ray Abrams' article on the Dunlop tire test at Daytona (Tire Time, Issue #49) go by without expressing some comments. First, my congratulations to Henny. He offered good insight into what it was all about. Take it from me, Daytona isn't a track to be screwed with. Lap times anything less than those of the anticipated front runners would have been meaningless to Dunlop because it's the front runners that Dunlop is catering to.

My second point is in regards to Jim Allen. Henny says some very complimentary things about Jim and let me say that they are all absolutely justified. Being responsible for the operation of motorcycle racing tires in today's market is a highly responsible job. Never has the tire-to-motorcycle-to-track equation been so continuously critical as it is today. In my day, we had a problem now and again but, although I say it myself, except for occasional situations (Daytona being one of them), we had it comparatively easy.

Good motorcycle race tire engineers, or coordinators, as Jim's official title reads, don't grow on trees. Quite apart from the expertise and everything else that the article referred to, the other essential ingredient that a good tire engineer must have is respect - respect of riders, team managers, tuners, mechanics and his peers. Jim has earned this respect through years of hard work and dedicated involvement. As I said, the Jim Allens of this world don't grow on trees. They earn their positions. Keep up the good work Jim, and Dunlop.

Tony Mills
Lancaster, NY

Tony Mills was the Jim Allen of the 1960s and 70s, working magic for Dunlop with his pyrometer needle back when race tires were still treaded. Mills is currently the North American importer of Dunlopad sintered brakes, and a motorcycle industry consultant...Editor.

Keep racing

As I read about Sidney Burrows (In The Wind, Issue #50), I reflected on Mother's Day of 1993. I was in an accident while racing at a local track. Not until I was released from the hospital did I realize that I almost lost my life that day.

My first two weeks of recovery were devoted to rest. During that time, I made promises to the people closest to me that I would never race again. As anyone that races at any level can attest to, there is a resulting state of euphoria that cannot be reached by any other means. This is the draw that brought me back to racing.

I was told I was dumb, stupid, mentally ill; and these were the kinder words. It all comes down to one thing that holds true in every facet of life: to achieve levels of greatness, you must often follow roads that are sometimes lonely and unforgiving.

By taking a stand for what you believe in, you can assure yourself that when the Big Guy does decide, that you've had enough fun. And as you look back to reflect on your life, you can go in peace knowing that you have been true to the one you must answer to in the end - yourself.

Kevin Perlberg
Thiensville, WI

Eight-year-old Sidney Burrows was killed on Sunday, December 12 in a Pee Wee class crash at Sandhill Ranch in Brentwood, California...Editor.

On time

Regarding your Geneva Supercross item (In The Wind, Issue #50) stating that for the first time since 1987 Ron Lechien showed up for a race on time, we wish it to go on record that this was also the first time Ron Lechien arranged his travel through TravelCraft. Coincidence? No way!

Randy Warren
Corte Madera, CA

As you no doubt have already concluded, Warren proudly owns and operates TravelCraft...Editor.

Thanks for Wayne

I just wanted to thank you for the January 5th interview (I'm Okay - Issue #50) with Wayne Rainey. We've all been hearing that he's been doing well in dealing with this terrible ordeal, but it was especially heart warming to hear it from the man himself. He's always been an inspiration to me, and to hear that he's adapting so well to his situation just adds more admiration.

Thanks again. I love your newspaper and recently became a subscriber. I look forward to receiving it in the mail every week. To us motorcycle enthusiasts, it is the blood that keeps our bodies alive. Write on, read on, and ride on.

John Giffoni
Woodland Hills, CA

LaLa Land

I just finished reading Maureen Lee's piece under the Nostalgia heading (30 Years of Cycle News - Issue #50). You may imagine my surprise to learn that there was no motorcycling activity outside of the state of California in those days. At least that's the impression I got from reading her article.

While I can't be called an "old timer" by most people's standards (I've been around since '51 and I know by association - relation actually - a rather notable motorcycling family), I know that there were copious amounts of motorcycling activity outside of LaLa Land.

I hope that in a future article, you will find space for a view point that reflects the rest of the country. I don't feel I'm qualified to offer up a piece that would do justice to the years past, but there must be someone who could.

That little annoyance aside, it has been a pleasure and a privilege to have as fine a publication as *Cycle News* as motorcycling's up-to-date news source. While my involvement has been forced to play second fiddle to more important concerns (wife, children, job and a house), I eagerly await each issue. As a matter of fact, when I don't see the latest paper, I feel lost.

Dane Leimbach
Amherst, OH

Since Maureen Lee's article focused on only the early days of Cycle News *we can't really find fault with her story. In its infancy, the newspaper concentrated mainly on motorcycle activity in California...Editor.*

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ON THE FRONT COVER

The 1994 AMA Camel Supercross Series kicks off this coming weekend in Orlando, Florida. Check out page 16 for a preview on the series. Photos by Kinney Jones. Inset: *Cycle News* 250cc MX Shootout. Photo by Kit Palmer.

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MICKEY THOMPSON

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Sunday, January 30

HOST HOTEL
Doubletree Hotel
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$59.00 S/D Rate

Pre-Entry Deadline - Jan 18 (Must be received in our officeby 1/18)

AMATEUR

Anaheim, San Diego, Seattle & Las Vegas

AMA SANCTIONED

SAN DIEGO

Sunday, February 6

HOST HOTEL
Best Western Seven Seas
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$65.00 S/D Rate

Pre-Entry Deadline - Jan 21 (Must be received in our office by 1/21)

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(Under the age of 18 must be accompanied by parent or legal guardian)

ENTRY INFORMATION

Pre-Entry	$50.00
Post Entry	$60.00

(AMA MEMBERSHIP REQUIRED)

RACE DAY SCHEDULE

5:30am	Gates Open
6-7:00am	Registration
7:30am	Practice
9:00am	Racing Begins

SPECTATOR ADMISSION

$8.00	Adult
$5.00	Child (2-12 yrs)
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ENTRY FORM - Put a mark by the class(es) you wish to enter. **Circle Event Entering: Anaheim San Diego**

____ PeeWee Stock	____ 125 (12-15 yrs)	____ 250 Novice	____ Open Novice
____ PeeWee Modified	____ 125 Novice	____ 250 Intermediate	____ Open Intermediate
____ 65cc (7-11 yrs)	____ 125 Intermediate	____ 250 Pro	____ Open Pro
____ 85cc (7-11 yrs)	____ 125 Pro	____ Senior +25	____ Senior +30
____ 85cc (12-13 yrs)	____ 85cc (14-15 yrs)	____ Senior +35	____ Senior +40

Name: _____ Age: _____ AMA#: _____

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RELEASE AND INDEMNITY AGREEMENT

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, Mickey Thompson Entertainment Group("MTEG"), its Officers, Directors, Agents and Employees, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying upon my own judgment and ability assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of my negligence.

_____
Entrant Signature

_____
Parent or Legal Guardian Signature if under the age of 18

Mail Check or Money Order to: MTEG Amateur Supercross - P.O. Box 25168, Anaheim, CA 92825
For More Information Call: (714) 254-3001 or (800) 795-7708

A stacked deck

Photos by Kinney Jones

What a difference a few months make. After testing each of our 250cc MXers on an individual basis, our testing staff gathered for several days of high-flying, bar-banging, tank-slapping action aboard all five of the contenders in back-to-back fashion at a variety of MX tracks in the southern California area. Shane Trittler's Castaic Supercross Park in Castaic provided the high-flying portions of our shootout, while Joel Smith's Glen Helen Raceway in San Bernardino, and the Continental Motosports Club Sunrise Valley Raceway in Adelanto produced most of the bar banging and tank slapping.

As usual, each our testers arrived on day one of our evaluation with a set of preconceived impressions. After all, we had all ridden the bikes on an individual basis, so shouldn't we know which ones we liked best? To our surprise, however, riding each of the machines back to back made it even harder to choose our favorites. As seems the case with each and every passing year, modern motocross machines continue to get better and better, making it harder and harder to make a cut-and-dried decision about which machine is "best." This year, we found the Honda CR250, Kawasaki KX250, KTM 250SX, Suzuki RM250 and Yamaha YZ250 so closely matched, that each of us came away with different choices - not only about which bikes were the best overall performers, but also about which bikes worked best in different conditions.

BUT FIRST, SOME THANKS FOR OUR "SPONSORS"

Since receiving them from their respective manufacturers, we had spent considerable time aboard each of the five bikes before our shootout. In order to assure that every machine was up to its full potential before our comparison, each was returned to its respective factory to be completely refurbished. A special thanks to Honda's Eric Crippa and Bob Olman, Kawasaki's Joe Wilson, KTM's Tom Moen, Suzuki's Chuck Welch and Yamaha's Ed Scheidler and Don Dudeck for making our babies new again.

In order to make the transition from machine to machine easier, we fitted each of the motorcycles with Answer Products' Pro Taper Handlebars in the Honda High bend. In addition to giving each machine a similar feel in the controls department, the Pro Taper bars provided a smoother, more comfortable ride than the steel OEM units, and were far more resistant to crash damage. (The KTM comes stock with Renthal aluminum bars, but we elected to replace them with the Pro Tapers for the sake of consistency.) Thank you to Answer's David Kaiser for outfitting each of our bikes.

And last, but certainly not least, we must express our gratitude to Russ Wageman's Pit Pro Cycle Service and Accessories. Wageman and his box van full of parts can be found at many southern California tracks on open practice days, offering a selection of parts and services to those in need. Needless, to say, we were in need on several occasions. Wageman fixed our flat tires on several occasions in the blink of an eye. Thanks, Russ.

Chris Jonnum

Age: 25
Height/weight: 6'3"/170 lbs.
Specialty: Off-road/MX
Skill level: A/Novice

I've never ridden five motocrossers that worked so well, yet performed so differently. For most riders, each of these bikes is capable of winning in stock form, and even pros will require minimal modifications. But does this mean that all five motorcycles are perfect? Far from it. Each has its strong points and its weak areas, and not all riders would be happy on all five bikes. Hence, outlining the personalities and characteristics of each machine should take precedence over choosing one undisputed winner. Still, this is a shootout, and it's our job to rate the bikes. So here are my choices, but more importantly, why I've made them.

For the second year in a row, I like the KX250 best. This year, though, my choice was much easier than in '93. Kawasaski got it just right, providing the best combination of suspension, handling and motor. Some of the other bikes are stronger in certain areas, but none of them offers such a polished package.

The motor on the KX may not be the best in its class, but it's not far off the mark. It features a broad spread of power that starts down low and continues all the way up to the top end. On sandy tracks, the Kawie posesses the oomph to blast out of corners and quickly build up momentum, and it can be either revved or short-shifted on the straights. On supercross-style tracks, it has the snappy response needed to clear large obstacles. Not surprisingly, the Kawasaki's suspension is again near the top of its field. The fork and shock both do an admirable job of absorbing stutter-bumps, whoops and jumps, and the spring rates are right-on for my weight. Kawasaki altered the frame geometry this year, and the KX is much-improved in the handling department. It now rivals the Honda and Suzuki in corners, yet still retains some of its stability on fast tracks. Yes, it will occasionally shake its head, though the stellar suspension helps to minimize that trait. Both brakes are awesome, but the clutch is a little stiff and shifting could be smoother.

Second place in my book goes to the Yamaha, which like the Kawasaki, offers a well-balanced package that doesn't stand alone in any one area. The YZ's suspension is on par with the KX, and I'd be hard-pressed to decide which of the two is better. Apparently, Kayaba is simply a step ahead of the competition when it comes to building motocross suspension. The YZ's motor is strong but, in my opinion, not as versatile as the Kawasaki. With a strong-but-tractatable bottom end, the Yamaha works best on hard-packed tracks, whether they're of the outdoors or the supercross persuasion. Perhaps the only disadvantage of the tractable bottom end is that the Yamaha doesn't have the explosive hit that works so well on sand tracks. The mid-range and top-end power are both very impressive. Stability is still the YZ's strong point, but it can now corner almost as tightly as the quicker-handling bikes in its class. Yes, cornering does take more effort than on the Honda, but it was much better than in the past, and I never once got the Yamaha to shake its head or swap. Brakes are decent, but a notchy tranny is a flaw.

Both Kit and Donn like the Honda best, and I must admit that it yet again has the best powerplant, but its suspension held it to third place on my tally-board. I actually had few complaints about the shock, and the Showa fork is worlds better than last year, but the springs on both ends are way too soft. We went one step stiffer on the coils, in order to even get a decent impression of how the units functioned, and I still bottomed the fork on harsh landings. Also, the front end tended to deflect in some situations. The motor, on the other hand, is simply flawless, with killer boost all the way across the board. Brakes are awesome and gear-changes are effortless, but clutch pull is too stiff for my tastes.

The KTM surprised all of us, especially on supercross-style tracks. The SX motor features a broad spread of usable power, which hooks up well and translates into rapid forward motion. The WP suspension does a good job of handling jump landings and rounded-off obstacles, but delivers a jarring shock to the rider's wrists over square-edged bumps. Handling leans toward the stable side, but tight cornering is not out of the question. The new Brembo brakes are surprisingly strong, but shifting requires a concentrated effort.

The Suzuki comes in last, which I wasn't expecting. Its main fault is a motor with very little bottom-end. Mid-range is abundant, but comes on too abruptly, and more basement would provide a smoother transition. The Showa suspension units function better than the Honda's, with spring rates that are closer to the mark, but fork action paled in comparison to the KX and YZ. The RM is a quick-handling machine, with strong brakes, easy clutch pull and a buttery-smooth transmission.

So there you have it, the Jonnum list for how the quarter-liters rate. The Kawasaki once again comes out on top, for the simple reason that it does nearly everything right, and nothing wrong. None of the other contenders can make this claim.

Kit Palmer

Age: 32
Height/weight: 6'1"/160
Specialty: Off-road/MX
Skill level: A/Vet Intermediate

I went with the Honda last year because of its awesome powerplant, top-of-the-line ergonomics and overall good handling. The suspension, however, left room for improvements, but what the Honda might've lacked in the suspension department was more than made up for everywhere else.

This year, I again have to tip my hat to the Honda CR250, pretty much for the same reasons. But, I must admit, it was an extremely tough choice between it and the Kawasaki and Yamaha. As far as I'm concerned, the Honda is the easiest to ride fast and for a longer period of time. You just can't help but go fast on the Honda, and a lot of this is due to its astounding motor. A slight crack of the throttle and the Honda responds with a strong burst of power, but not so strong as to rip the handlebars out of your hands. As you click through the gears, the Honda continues to pull hard but in a gradual and leisurely kind-of-way. The powerband is extremely smooth and there's never a lack of power along the way.

We rode all of the bikes at a variety of tracks and the Honda's powerplant seemed to work best whether on supercross or "outdoor" motocross tracks. As far as I'm concerned, this motor is as close to perfect as you're ever going to get.

An added plus is that the Honda is very tractable. The rear wheel hooks up nicely on either hard-packed or loamy dirt surfaces. The transmission also shifts smoothly, but is perhaps not quite as nimble as the Suzuki's awesome tranny.

The Honda also fits my six-foot, one-inch frame like a well-used glove. This made the Honda simple to flick around over the jumps and on the ground. The Honda also retains its reputation as an excellent turner.

For the umpteenth year in a row, I wasn't exactly thrilled about the Honda's suspension. It's definitely good, but for me it still doesn't inspire confidence as much as the Yamaha and Kawasaki. I never really felt totally certain as to what the Honda was going to do while charging down a rough, high-speed straight. Sometimes the Honda would track straight as an arrow; other times, the back-end would sneak in a hardy kick or swap. At least the Honda would always recover, usually on its own accord. At slower speeds, the Honda's suspension works just fine. It's just the high-speed stuff that gets a little scary.

As always, I loved the Honda's controls - levers, handlebars, grips, footpegs, seat, etc. The levers are within easy reach; they're narrow and both sides have light pull; the grips are sano; the footpegs are located right where they should be, and the seat isn't too narrow and the padding is just right. Mmwaa!

Choosing the runner-up was my toughest decision - picking between the Yamaha and Kawasaki. Last year I chose the Kawasaki as number two and the Yamaha number three, but this year the order is reversed. I liked the less-explosive hit on the new Yamaha and I definitely approve of Yamaha's decision

to lower the suspension travel at both ends. For me, these two changes made the YZ easier to ride than last year's machine.

Okay, so the Yamaha might not hit as hard off the bottom compared to the Honda or Kawasaki, but that doesn't mean it doesn't have enough *oomph* down low. Unquestionably, it has enough grunt to get the job done. The mellower hit makes the Yamaha easier and less tiring to ride. It also seems to have an extremely wide spread of power; I felt as though I didn't have to shift the Yamaha as much as the others.

The Yamaha clearly feels lower (seat height) than the others, and I liked that a lot. I felt I could maneuver the bike around better, especially over the whoops and through the turns. For me, the Yamaha cornered extremely well and, combined with the tamer engine, I could exit the turns cleanly and quickly.

Despite having slightly less travel, the YZ lost nothing in the way of suspension performance. Already regarded as one of the best-suspended bikes in the business, the Yamaha, in my opinion, still leads the way. The bike is very stable in the rough and lands well off the big jumps.

To me, the Yamaha isn't a finesse bike. It instead likes to have the throttle held wide open through the rough stuff and let the suspension do all the work. It might bounce around a little, but it rarely gets so out of control that you have to back off on the throttle. Sometimes, though, the back end kicked a little higher than the other bikes while under hard braking.

There are a few things I didn't like about the Yamaha, though. The front brake wasn't as precise as some of the others; the clutch lever felt mushy; the bike sounded "rattier" and overall just felt more "used-up" than the others, even though it hadn't racked up anymore track time.

The Kawasaki is real nice, too. The motor feels very similar to that of the Honda and is hard to fault. I rate it somewhere between the Honda and Yamaha's engines as far as overall power and usability is concerned. It makes decent bottom-end power and pulls well through the gears.

The Kawasaki's suspension is good, especially the fork which in my opinion is the best of the group, and slightly better than that of the Yamaha. But for some reason that I couldn't pinpoint, the Kawasaki just felt a bit more "bouncy" and "busier" than the Yamaha; in other words, I just didn't quite feel as comfortable or in control on the Kawasaki as I did on the Yamaha. I also thought the Yamaha turned and jumped better than the Kawasaki.

I did, however, like the Kawasaki's brakes and the controls better than those of the Yamaha.

Running a close fourth to the Kawasaki was the Suzuki, but I did have a hard time rating it above the KTM. The very first time I rode the Suzuki I liked it a lot, but since then I've come to like it less and less. First of all, the motor is extremely powerful, almost too much so. It hits extremely hard and, in my opinion, if you're not an Expert-or at least an Intermediate-class rider, the Suzuki might not be for you. There's just not enough bottom end to cushion the blow of the hard-hitting midrange. As a result, the Suzuki isn't an easy motorcycle to ride. Combined with its explosive hit and extremely quick handling, the Suzuki is a handful. These qualities make it seem more suited to supercross than motocross.

But even though the Suzuki might be tricky to ride, there's no denying that sheer horsepower is a bonus; sometimes it takes just a little getting used. I feel that if I owned this motorcycle, I would, in time, learn to take advantage of the Suzuki's explosive power. For now, though, I'd sooner hop on the Honda, Yamaha or Kawasaki.

The new fork works extremely well on the hard impacts, but I didn't like the feel so much over the smaller bumps, especially at speed. Overall, the front end felt harsh.

The Suzuki does handle well, as long as it's ridden aggressively. The RM won't put up with sloppy technique or lazy input by the rider. It's a full-race bike and demands to be treated like one. In my opinion, only a few riders will be able to ride the Suzuki even close to its full potential, and those who can will be rewarded with many trophies.

I enjoyed riding the KTM, but I couldn't come to terms with its suspension.

The motor has excellent bottom-end and continues to pull well through the gears. Power-wise, it doesn't give anything away to the other bikes but, unfortunately, much of that power is lost because the back wheel spends a lot of time in the air. When it comes to the smaller square-edged bumps, the KTM bounces around more than I liked. Over the big rolling whoops and landing off big skyscraper jumps, though, the KTM worked fine, but over the small stuff...

Other than that, I liked the KTM a lot. The motor is good, it handles well, and the brakes are awesome. Some of the other testers complained of the KTM's controls, saying that the levers require too far a reach, but with my long fingers, I had no problem with this. In fact, I liked the long reach, especially on the front brake.

The KTM has excellent ergonomics and is easy to adapt to.

Overall, all five of these bikes are excellent. They all have their good and not-so-good points - mostly good. It just so happens that I consistently felt more comfortable on the Honda than the rest.

Donn Maeda

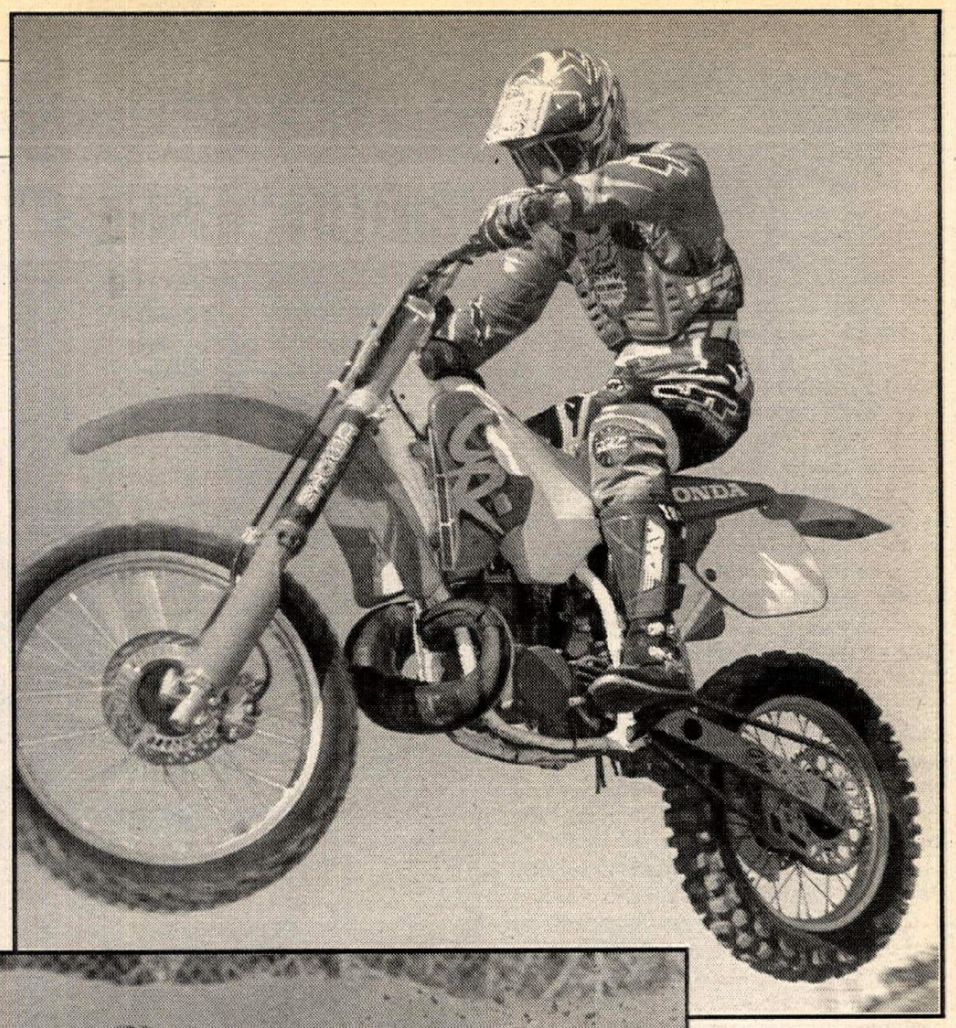
Age: 25
Height/weight: 5'10"/160 lbs.
Specialty: Motocross
Skill level: Intermediate

I won't dilly dally or beat around the bush. For the second year in a row, I liked the Honda CR250 best - but this year it was a much tougher decision for me to make. While I felt the most at home aboard the CR, I felt equally as fast aboard the Yamaha YZ250, was quite fond of the KTM 250SX, loved the handling of the KX250 and was entertained by the Suzuki RM250's powerband.

So why did I pick the Honda? The CR250 has the best motor, period. Its power starts down low and pulls up through the powerband with an almost-electric feel. There are no flat spots and the motor can be both chugged or revved - either way, the Honda keeps on pulling.

Suspension-wise, I feel that the Honda performs admirably. While a few of the other testers felt that the bike wasn't up to par with the others, I feel that the '94 model is the best-handling CR250 in years. I'll agree that both the front and rear suspenders are set up a bit soft in stock condition, but some fine-tuning can please most riders. The optional stiffer springs work wonders.

Ergonomically, the CR can't be beat. Everything just feels right on the Honda, be it the levers, footpegs, grips,



(Above) The Honda CR250R is the winner. The CR's awesome motor is the best, hands down. (Left) The Kawasaki KX250 features a well-rounded motor/suspension/handling package. We rated it second, but some of us are still arguing. (Below) User friendly best describes the Yamaha YZ250. It has a mellow, yet potent motor and confidence-inspiring suspension.

shifter or seat. Everything is well thought out, and the bike is as comfortable to maneuver on as it is easy to work on.

The Honda wins.

Though I didn't write a favorable review in our original YZ250 test, I have been able to spend a considerable amount of time on the Yamaha and have grown to like the machine in certain conditions. I still stand by my earlier opinion that the YZ feels slow on sandy or loamy tracks where an instant burst of horsepower is needed. The YZ is anything but hard-hitting or explosive. Instead, it delivers what may very well be the most-tractable power in the field. On tracks where traction is limited, the YZ is pure magic. One thing that repeatedly irritated me about the YZ, however, was the exhaust note that it emitted. The bike sounds raspy and worn out, adding to the illusion that the motor is slow.

Suspension-wise, I didn't favor the Yamaha's shortened-travel suspension earlier in the year, but just as I came to accept the motor, I have grown accustomed to the YZ's Kayaba suspenders. On fast, choppy tracks, the Yamaha is perhaps the most confidence-inspiring machine of the bunch, and in tighter sections it still manages to hold its own.

Ergonomically, the Yamaha doesn't really suit me. The bike feels low and long in comparison to the others, and I never felt quite as comfortable while riding the YZ. I did, however, feel that I could turn in lap times that were comparable to those that I cut aboard the Honda, but it required more effort and concentration on my part.

The Yamaha is a close second.

Picking my third-favorite bike was the hardest of all. The Kawasaki KX250 and the KTM 250SX were equally matched in my eyes. The Kawasaki is one of the best, if not the best, handling bikes of the bunch. The Kayaba units did an admirable job of soaking up everything thrown their way in a predictable, forgiving manner. Though the '94 model is hardly as stable as past models have been, the newest KX is graced with the ability to finally carve an inside line with little effort.

While I loved the way the Kawasaki handled, there was something about the motor that didn't agree with me. The powerband is much more violent than it has been in the past few years. Though it worked quite well at the supercross tracks, the motor's hard-hitting power proved to be a handful on some of the rougher courses. The KX likes to be ridden hard, and doesn't agree with a calmer riding style.

The KTM on the other hand, has a smooth, yet strong, type of power that starts pulling way down low and pulls well through the middle of the powerband before signing off on top. To me, the KTM felt like a Honda with more low end, but less up on top. The 250SX worked equally as well on both the stadium and outdoor style tracks that we rode.

As far as the KTM's WP suspension goes, I must admit that I was quite surprised. On other KTMs that we have ridden this year, the WP suspension has either been way too soft, or stiff and harsh. Thankfully, the 250's suspenders deliver performance that is the perfect blend between the two extremes. The 250SX never swapped or kicked uncontrollably, and I never managed to bottom either end. The fork did seem to glance off square-edged bumps, but in most cases, I was able to avoid hitting them altogether, thanks to the motor's torquey, wheelie-friendly power.

For me, choosing between the two machines was tough. So tough, in fact, that I had to resort to my local telephone book. Flipping through the pages of the "motorcycle dealers" section revealed five Kawasaki dealers and only one KTM/Husqvarna/ATK/Ducati dealership. For me, the Kawasaki would be the bike of choice, but for someone with a good KTM delaer nearby, the Katoom would certainly be the way to go.

The Kawasaki is third; the KTM fourth.

Last is usually a bad thing, but not in this case. Really! Let's just refer to it as fifth. The Suzuki RM250 is an awesome machine in the hands of the right rider. The motor delivers a kick-in-the-butt type of power, one that I'm not ashamed to admit is too radical for me. Though Suzuki has mellowed out the RM250 for '94, the bike still hits hard and fast, and has the handling characteristics to match.

In '94, the RM250 has what Suzuki describes as an "outdoor ratio" linkage system out back, replacing the "stadium ratio" linkage of the past few years. I will admit that the bike feels a bit calmer than it has in the past, but the fact is that the RM250 is still best suited for the high-flying, fast action of supercross. While I felt awesome aboard the RM at Castaic, I felt like an absolute beginner on the same bike at Glen Helen and Sunrise. On fast tracks, especially rough ones, the RM is a handful. The new Showa Twin Air Chamber (sealed cartidge) forks felt fine, but the rear end repeatedly kicked and swapped over square-edged obstacles.

The Suzuki RM250 may be the right bike for some, it's just not the bike for me.

(Above) Aggressive riders will like the Suzuki RM250's hard-hitting motor and quick handling characteristics.
(Left) Like the Yamaha, the KTM 250SX is easy to ride, thanks to its excellent ergonomics and super-smooth motor.

Whines and praises

- The KTM is the easiest to start, and has the best-shaped kick-start lever. Yamaha's lever is the worst, as it sends the arch of your foot smashing into the footpeg.
- Suzuki is now the only factory to provide an OEM front disc guard.
- Kawasaki is the only factory to provide an OEM rear master cylinder guard.
- The KTM comes stock with Renthal-type aluminum handlebars.
- The Honda is the easiest to work on. Three T-handles are all that's needed for basic maintenance.
- The Suzuki has the worst air filter. The dual-stage unit is a pain to clean and oil.
- The Honda's white fuel tank and airbox are easily scratched and blackened from the rider's boots.
- The Kawasaki's frame and swingarm are primered with black paint that looks terrible when the green begins to wear off.
- The Yamaha's handlebar bolts have smallish 10mm heads.
- Honda has the best stock grips. Yamaha has the worst.
- The Honda is the only machine without built-in grab holes in the side panels.
- Suzuki has finally ditched their bolt-on kickstand in favor of a separate triangle stand.
- The Yamaha's rear fender tends to come lose and fall off.
- The Honda is the only machine to feature an 18-inch rear wheel.
- The KTM's levers are large and hard to reach.
- KTM uses allen-head bolts, which tend to fill up with mud.
- The Suzuki is the only machine that doesn't feature a fully-detatchable subframe.
- The KTM, Kawasaki and Suzuki all have full-coverage radiator shrouds and dark tanks. The shrouds look nice, but it's hard to tell when the tanks are full.
- At 2.4 gallons, the KTM's tank is the largest of the five, yet it still feels slim. This comes in handy when riding off-road.

Specifications

	Honda CR250R	Kawasaki KX250	KTM 250 SX	Suzuki RM250	Yamaha YZ250
List Price	$4899	$4949	$4748	$4749	$4899
Displacement	249cc	249cc	248.6cc	249cc	249cc
Engine type	Liquid-cooled single-cylinder two stroke				
Bore x Stroke	66.4mm x 72mm	66.4 x 72	67.5 x 69.5	67x70.8	68 x 68.8
Carburetion	40mm Keihin	38mm Keihin	39mm Keihin	38mm Keihin	38mm Mikuni
Ignition	CDI	CDI	Digital	PEI	CDI
Transmission speeds	5	5	5	5	5
Starting system	Kick	Kick	Kick	Kick	Kick
Fuel capacity	2.0 gal.	2.2 gal.	2.4 gal.	2.0 gal.	2.0 gal.
Wheelbase	58.4 in.	57.5 in.	58.3 in.	57.7 in.	58.7 in.
Seat height	37.7 in.	37.6 in.	37.2 in.	37.8 in.	39.1 in.
Front tire	80/100x21	80/100x21	80/100x21	80/100x21	80/100x21
Rear tire	110/100x18	110/90x19	120/90x19	110/90x19	110/90x19
Front wheel travel	12.2 in.	12.2 in.	11.8 in.	12.2 in.	11.8 in.
Rear wheel travel	12.6 in.	13 in.	13.3 in.	12.8 in.	12.4 in.
Front brake	Disc	Disc	Disc	Disc	Disc
Rear brake	Disc	Disc	Disc	Disc	Disc
Final drive	Chain	Chain	Chain	Chain	Chain
Claimed dry weight	213.8 lbs.	212.7 lbs.	218 lbs.	216 lbs.	214 lbs.

Forrest Hayashi

Age: 34
Height/weight: 5'10"/170 lbs.
Specialty: Motocross
Skill level: Vet Novice

From the moment I threw a leg over the Kawasaki KX250, I was in love. As a matter of fact, the other testers had to pry my hands off the bars in order to get me to try the other four motorcycles.

The Kawasaki's Kayaba suspension is the best, period. The fork and shock soak up everything in their path - big or little - and everything about the Kawasaki's handling was in my eyes...perfect.

I owned my first motorcycle when I was 10 years old, and in the years since have owned no less than 12 different motorcycles. If there's one thing that I've learned, it's that I'd much rather have a good-handling bike than one that is super-fast. The Kawasaki, though, seems to have it all. The power delivery of the Kawasaki is smooth, yet strong, and it's very easy to ride.

All in all, everything about the KX250 felt perfect. Excellent power, handling, brakes, ergonomics and suspension combine to make it what I consider the best 250 MXer of 1994.

I liked the Honda second-best. What can I say about the CR250 motor? It's awesome! No other bike pulls as hard, or as smoothly as the CR.

To me, everything about the Honda was great except the suspension. The bike bottomed easily and the forks felt harsh on sharp-edged bumps. The Honda also had plenty of headshake on fast, choppy straights. Scary.

Otherwise, the ergonomics, brakes and attention to detail were first class. If Honda can dial in their suspension and eliminate their infamous headshake, the CR250 would be king. Maybe next year.

I was, perhaps, the most impressed with the KTM 250SX. It was easy to ride, and the motor had great bottom-end power with a decent run of mid-range power.

The WP suspension worked well, but tended to pack up over multiple sharp-edged bumps, but I'm sure that's a problem that can be eliminated with some fine-tuning. I would pick the KTM as the most versatile bike of the bunch - the do-everything motorcycle.

The Yamaha YZ250 goes plenty fast and hooks up well, but for some reason it still feels slow. Maybe it's because the motor sounds like an old chain saw.

The YZ250 handled and jumped well, but both ends tended to bottom too easily. A stiffer set of fork and shock springs would help.

Ergonomics on the YZ felt small, and I felt as if I was sitting "in" the bike, rather than "on" it. Overall, I felt that the YZ250 was good, but not great.

I think that the Suzuki RM250 is best suited for a fast intermediate or pro rider. For me, it was the hardest bike of the five to ride. The powerband was narrow and violent, and the bike felt much like a super-fast 125. You have to watch your every move on the RM; if you don't, you'll be on your face.

The Suzuki handles fairly well, but I never felt comfortable enough on the bike to really push it. The ergonomics are strange; the bars feel too low and the seat feels much too high.

I think that the Suzuki would be good for a certain type of rider, but I just don't happen to be that type.

THE BIG PICTURE

As expected, it was impossible for all of our test riders to come to a mutual agreement on how the bikes rated. With such close competition, picking favorites ultimately came down to personal preference. When making your choice, be sure to consider things such as which brands are carried by your favorite bike shop, contingencies awarded at your local track, what bike your friends ride, and of course, where you can get the best deal.

Still, we'd no doubt be accused of copping out if we failed to pick one overall winner, so we devised a point system and averaged each of our tester's choices. The Honda came out on top, followed extremely closely by the Kawaski and the Yamaha, with KTM and Suzuki rounding out the field. CN

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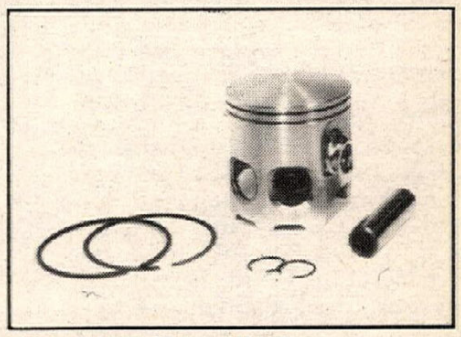

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Round 1: Gatorback Cycle Park

Lusk & Dowd warm up in Florida

(Above) Brian Swink (10), Carl Vaillancourt (69), John Dowd (16) and Jeff Curry (56) race for the all-important early lead in the 250cc Pro class on the wet and muddy Gatorback track. (Left) Ezra Lusk managed to stay somewhat clean in the 125cc Pro class by leading, and winning, both motos.

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 1-2

Team Suzuki's Ezra Lusk topped the 125cc Pro division, and Team Boyesen/Yamaha/Penske rider John Dowd once again became the man to beat in the 250cc Pro ranks in the opening round of the Florida Winter AMA Motocross Series at Gatorback Cycle Park.

In the 125cc Pro class, the Suzuki/Fox/Renthal/Bel-Ray/D.I.D/CTi/Scott/Dunlop/Bell/Troy Lee Designs-backed Lusk dueled with Mike Brown, Jim Neese and Dowd before sweeping both motos.

"The first moto was the toughest. The track was muddy from overnight rain, my goggles were trashed by the fifth lap and it was hard to see," said Lusk, a former Florida Winter National Olympics and Winter AMA champion.

For the Yamaha/Boyesen/Penske/Scott/AXO/Twin Air/Renthal/Acerbis/DF/Ceet/100%/Karcher/Dunlop/MMF/Apico/D.I.D-sponsored Dowd, the opening round win marked a comeback.

"Since winning the 1991 250cc series championship, I missed '92 with a broken leg and then '93 with surgery to have the pins removed," Dowd said. "It feels great to be winning here again."

Dowd scored the overall victory in the 250cc Pro class after sharing moto wins with Team Suzuki's Brian Swink.

The AMA-sanctioned, World Sports-promoted 24th edition of the series attracted 724 riders from 27 states, Canada, Belgium, Ireland and South Africa.

The 125cc Pro action started with Florida rookie Paul Currie leading Mike Brown, Ezra Lusk, Carl Vaillancourt, Jim Chester and Scott Sheak. Brown reeled in Currie on lap two and paced the moto with Lusk in tow. At the halfway mark, Brown remained in the lead followed by Lusk, Chester, Vaillancourt and Japanese National Champion Ron Tichenor. Lusk finally made a pass for the lead on the eighth lap and led Brown to the checkered flag for the first-moto victory.

"I tried to pass Brown early, but he roosted me, and I was out of goggles," Lusk said. "I paced myself and waited for him to make a mistake, but he never did...I made a quick charge and caught him in the lappers for the win."

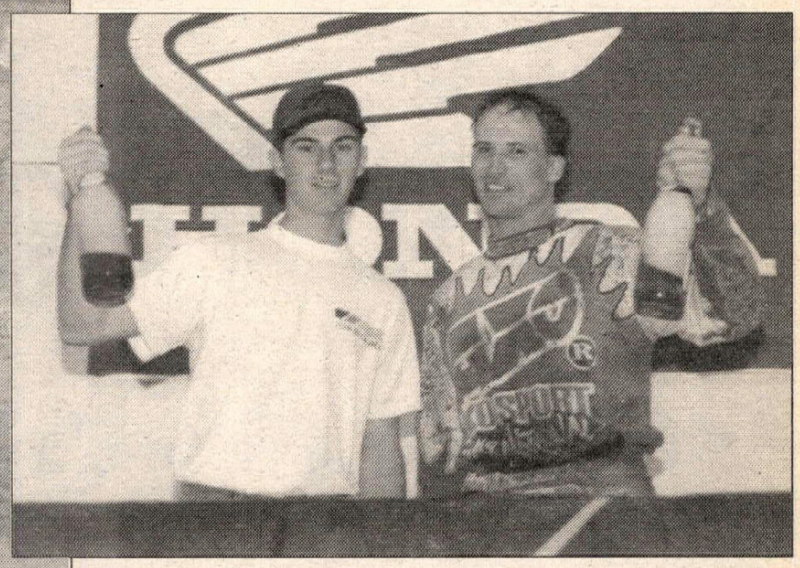
Currie, Tichenor and Sheak rounded out the top five.

Brown rocketed from the gate in moto two to lead Lusk, Tichenor, Dowd, Currie, Sheak, Tim Ferry and Joel Dengler. That order would remain until lap six when Tichenor dropped out with a broken chain. Lusk again passed Brown late in the moto. Dowd also passed Brown to move into second on lap 10 and began to pull closer to Lusk.

"I was closing on Lusk, but then he picked up the pace. He must have been saving something," Dowd said afterward.

Lusk had the moto under control and scored the sweep for the overall win, followed by Dowd, Brown, Ferry and Sheak.

The 250cc Pro action opened with Jeff Curry taking the first-lap lead ahead of Dowd, Jim Neese, Robbie Skaggs, Brian Carroll, Sheak, Dengler, Fred Andrews



and Ferry. Curry would drop out on lap two, allowing Neese to build an eight-second lead over Dowd before disaster struck.

"I was knee-deep in lappers, moved inside one and high-sided over a berm," Neese said. "The engine stalled and Dowd passed me as I was kicking it."

Neese recovered in time to salvage second place ahead of Ferry, Swink and Andrews, but Dowd took the first-moto win.

In moto two, Dowd and Swink both got out of the first turn clean with Curry, Vaillancourt, Brown, Keith Johnson, Ferry and Alan Andreu in the lead pack. Dowd led the first three laps before Swink took the point away, but Swink was only able to control the race for another three laps before Dowd roared back to reclaim the lead on lap seven. Shortly thereafter, the exhaust tone of Dowd's Yamaha changed dramatically.

"My silencer fell off," Dowd said. "The bike didn't lose that much power, but I was afraid that it would seize."

"The noise was so loud that I couldn't hear my own motor. I was glad to finally get by him (Dowd)," Swink said.

Swink went on to the second-moto win, but Dowd was able to hang on for second to claim the overall class win. Curry, Brown and Ferry rounded out the top five.

A Winter/AMA legend returned in the form of JoJo Keller, a former champion and one of the most remembered riders in the history of the series. Keller joined Andreu, Earl May and Jon Ortner at the front of the Vet Pro class, but it was Andreu who took the first-moto win after passing May.

"I didn't take practice in the mud so it took me a while to set up Earl for the pass," Andreu said.

The second moto produced a two-man battle between Andreu and May, which culminated in a drag race to the finish. Andreu bagged the overall with the second-moto win over May. Keller finished 3-4 on the day for fourth overall behind Ortner.

"Everyone knows that I never arrive in Florida in shape," said Keller, who rarely arrives anywhere in shape. "Give me a week or two."

Riders excelling in the opening round with two class wins each were Kevin Windham, 125 and 250cc A; James Stewart, Pee Wee and 65cc (7-11); Ricky Carmichael, 85cc (14-15) and Super Mini; and J.D. Collins, 125cc B and 16-24. CN

(Above) A rain storm the night before the event turned the race track into a soupy mess. (Above right) Lusk (left) and Dowd enjoy the spoils of victory. (Middle right) Phillip Page (567) scored wins in the 30 and 35-Plus divisions. (Bottom right) Barry Mayo grabbed the early lead in the 40-Plus A class; Woody Strickland scored the win.

Gatorback Cycle Park
Gainesville, Florida
Results: January 1-2, 1994

125 PRO: 1. Ezra Lusk (Suz); 2. Mike Brown (Hon); 3. Scott Sheak (Kaw); 4. Paul Currie (Kaw); 5. Tim Ferry (Hon).

250 PRO: 1. John Dowd (Yam); 2. Brian Swink (Suz); 3. Tim Ferry (Hon); 4. Ron Tichenor (Suz); 5. Mike Brown (Hon).

VET PRO: 1. Alan Andreu (Yam); 2. Earl May (Yam); 3. Jon Ortner (Kaw); 4. JoJo Keller (Yam); 5. Ross Johnson (Hon).

125 A: 1. Kevin Windham (Kaw); 2. Jim Neese (Kaw); 3. Jeff Curry (Kaw); 4. Paul Currie (Kaw); 5. Robbie Skaggs (Kaw).

250 A: 1. Kevin Windham (Kaw); 2. Jim Neese (Kaw); 3. David Gaylord (Kaw); 4. Jean Roy (Suz); 5. Jeff Curry (Kaw).

P/W: 1. James Stewart (Yam); 2. Jason Wood (Yam); 3. Barrett Smith (Yam); 4. Robert Holstein (Yam); 5. Michael Morgan (Yam).

65 (7-11): 1. James Stewart (Kaw); 2. Joshua Summey (Kaw); 3. Jeremy McDow (Kaw); 4. Chaz Northey (Kaw); 5. Joshua Faustino (Kaw).

85 (7-11): 1. Travis Pastrana (Suz); 2. Robert Farnell (Yam); 3. Aaron Lindsay (Kaw); 4. Dillon Clayton (Kaw); 5. Joshua Summey (Kaw).

85 (12-13): 1. Justin Buckelew (Yam); 2. Matt Walker (Kaw); 3. Josh Scott (Hon); 4. Nick Norris (Yam); 5. Clint Shealy (Kaw).

85 (14-15): 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Adam Rake (Kaw); 4. Jason Thomas (Kaw); 5. Jake Morris (Kaw).

S/MINI: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Adam Rake (Kaw); 4. Jason Thomas (Kaw); 5. Travis Pastrana (Suz).

125 (12-15): 1. Shawn Perolio (Kaw); 2. Robbie Horton (Kaw); 3. Shane O'Connor (Suz); 4. John David (Kaw); 5. Shae Bentley (Kaw).

125 (16-24): 1. J.D. Collins (Kaw); 2. Chad Sheppard (Suz); 3. Jason Sybert (Kaw); 4. Brady Becker (Suz); 5. Jeff Neilander (Hon).

25+ A: 1. Fred Andrews (Yam); 2. Alan Andreu (Yam); 3. Brian Austin (Kaw); 4. Brian Carroll (Suz); 5. Earl May (Yam).

30+ A: 1. Earl May (Yam); 2. Alan Andreu (Yam); 3. Brian Austin (Kaw); 4. Kevin Knight (Hon); 5. Brian Adams (Kaw).

35+ A: 1. Jeff Steinrock (Hon); 2. David Bowman (Suz); 3. Davis Wagner (Yam); 4. Norman Hebert (Suz); 5. Gary Peak (Suz).

40+: 1. Woody Strickland (Yam); 2. Steve Lewis (Yam); 3. Barry Mayp (Suz); 4. Steven Coy (Kaw); 5. Ike DeJager (Hon).

25+ B/C: 1. Phillip Page (Yam); 2. Brian Abel (Yam); 3. Steve Dumand (Yam); 4. John Lundy (Yam); 5. Gregory Lykens (Yam).

30+ B/C: 1. Phillip Page (Yam); 2. Davis Bowman (Suz); 3. Dave Wagner (Yam); 4. Gregory Lykens (Yam); 5. Gary Graham (Hon).

125 B: J.D. Collins (Kaw); 2. Jason Sybert (Kaw); 3. Danny Haynes (Yam); 4. Eddie Ray (Yam); 5. Mitchell Hodges (Hon).

250 B: 1. Andy Bowyer (Kaw); 2. Ramsay Buckelew (Yam); 3. Phillip Page (Yam); 4. Mitchell Hodges (Kaw); 5. Jason Grier (Hon).

125 C: 1. Petunia Street (Kaw); 2. Lee Tatham (Yam); 3. Chad Murphey (Suz); 4. Shane Fox (Suz); 5. Charles Contopoulo (Hon).

250 C: 1. Lee Tatham (Yam); 2. Marco Dubbe (Suz); 3. Guy Santucci (Kaw); 4. John Sheffey (Suz); 5. Shane Fox (Suz).

500 NOV: 1. Rick Lee (Kaw); 2. Jim Montgomery (Hon); 3. Chris Shortridge (Hon); 4. Mitchell Holstein (Kaw); 5. Pat Post (Hon).

500 INT: 1. Bobby Hubbard (Hon); 2. John Greenway (Hon).

500 PRO: 1. Willy Musgrave (Hon).

25+ AM D-1: 1. Mike Laugham (Hon); 2. Mike Mcguire (Hon); 3. Daniel Bush (Hon); 4. Scott Davis (Hon); 5. Peter Jenkins (Hon).

25+ AM D-2: 1. Todd Broussard (Kaw); 2. John Griffin (Suz); 3. Giovanni Spinali (Yam); 4. James De Ridder (Yam); 5. V. Sheldon (Yam).

25+ MSTR: 1. Jon Zahrt (Yam); 2. Gary Sailors (Suz); 3. Darren Elliott (Hon); Ron Gilbert (Yam); 4. Joe Fernandez (Kaw).

30+ AM D-1: 1. Greg Mazzio (Yam); 2. Andrew Smith (Suz); 3. Bill Reimer (Yam); 4. Ed Tyynrmas (Yam); 5. Greg Whitfield (Hon).

30+ AM D-2: 1. Tim Mitchell (Yam); 2. Greg Pagan (Hon); 3. Jeff Giani (Suz); 4. T.C. Brinegar (Hon); 5. Jack Phinn (Yam).

30+ PRO: 1. Allan Dyer (Yam); 2. Willy Musgrave (Hon); 3. Gregg Young (Hon).

30+ MSTR: 1. Scott Wilkinson (Hon); 2. Randy Skinner (Suz); 3. Ken Erb (Kaw); Terry Varner (Yam); 4. Jim Hanson (Hon).

35+ NOV: 1. Greg Pagan (Hon); 2. Mark Mulliner (Kaw); 3. Jeff Gianni (Suz); 4. Brad Sloan (Hon); 5. Scott Freeman (Yam).

35+ INT: 1. Randy Skinner (Suz); 2. Jody Weisel (Hon); 3. Rick Richards (Kaw); 4. Willy Haney (Suz); 5. Jim Diyorio (Yam).

40+ AM: 1. Rich Hansen (Hon); 2. Mike Rodced (Hon); 3. Wayne Carey (Hon); 4. Karl Scanlan (Yam); 5. Dan Feathergill (Kaw).

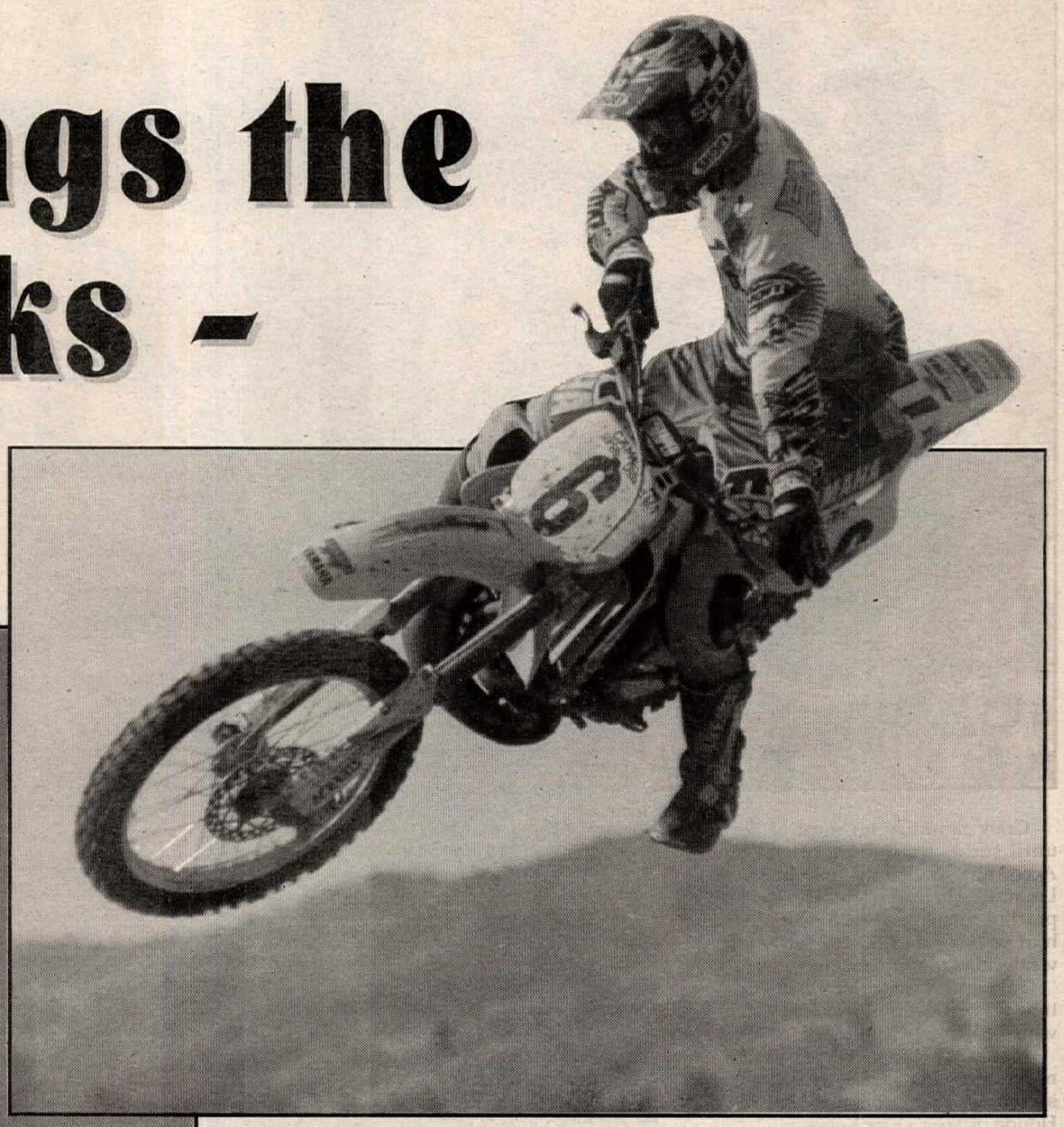
40+ MSTR: 1. Gary Jones (Hon); 2. George Kohler (Yam); 3. Tom White (Kaw); 4. Gary Doggett (Hon); 5. Patrick Flynn (Kaw).

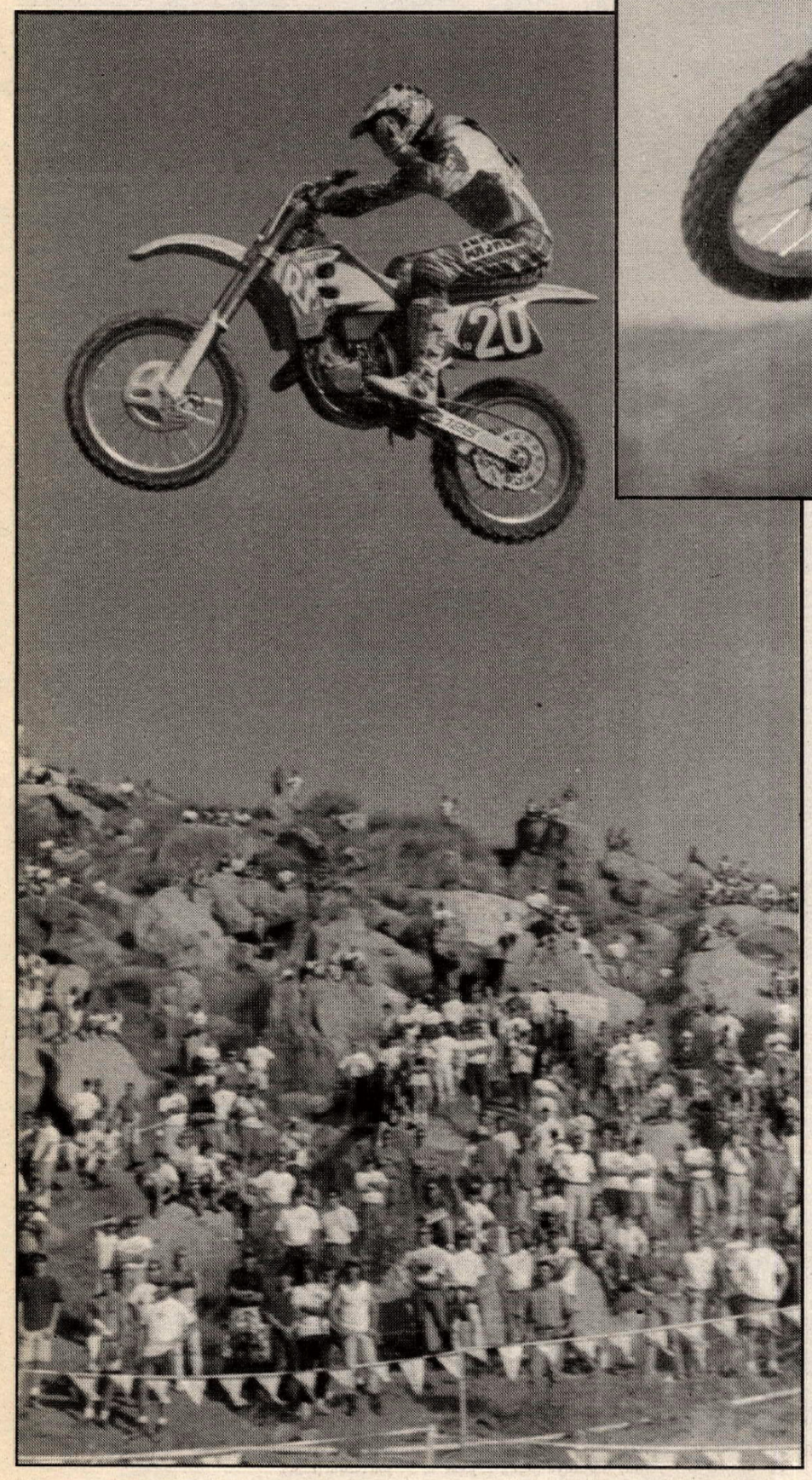
WMN D-1: 1. Amber Hughes (Suz); 2. Beth Rowis (Kaw).

WMN D-2: 1. Tami Rice (Suz); 2. Brenda Hannah (Kaw); 3. Bonnie Warch (Suz); 4. Kristy Shealy (Kaw); 5. Jasmine Reid (Yam).

Upcoming Rounds:
Round 2 - Ocala, FL, January 8-9
Round 3 - Dade City, FL, January 22-23

Emig bags the big bucks - again





By Tony Alessi
Photos by Donn Maeda and Alessi

PERRIS, CA, JAN. 2

"There's something about these $10,000 purse races that agrees with me," said Team Yamaha's Jeff Emig after winning the 4th Annual GFI Invitational Supercross at Perris Raceway and winning the $5000 winner's share.

Emig, the 1992 AMA 125cc National MX Champion, also walked away with the suitcase filled with $5000 cash at last year's event. "That makes $10,000 for two races," said Emig.

He joined over 600 amateur racers that came out to enjoy a chance to race, and watch some of the nation's top supercross racers on a professionally prepared supercross course. Each class competed in one 20-minute main event. In the Pro class divisions, the 250s ran first, then 40 minutes later, the 125s took to the track.

In addition to the racing, a Yamaha-sponsored charity barbecue was held in the pits. Some of the stars helping out in the feeding frenzy were former Supercross Champions Rick Johnson and David Bailey, as well as five-time 500cc MX World Champion Roger DeCoster. The barbecue raised nearly $600 for the Children's Hospital.

(Top) Yamaha's Jeff Emig took control of the lead early in the 250cc main and ran away with an uncontested win. It was the second year in a row that Emig topped the GFI Invitational. (Left) Teen sensation Damon Huffman flew his factory Suzuki to a convincing win in the 125cc class after running down early leader Ryan Hughes.

Those who lined up for the start of the 250cc feature included factory team racers Steve Lamson, Mike Craig, Phil Lawrence and, of course, Emig. Also joining in on the action was former Team Suzuki rider Jeff Matiasevich, now riding an NCY-sponsored Yamaha. "I bought this bike with my own money from North County Yamaha; they give me a discount on parts," said Matiasevich.

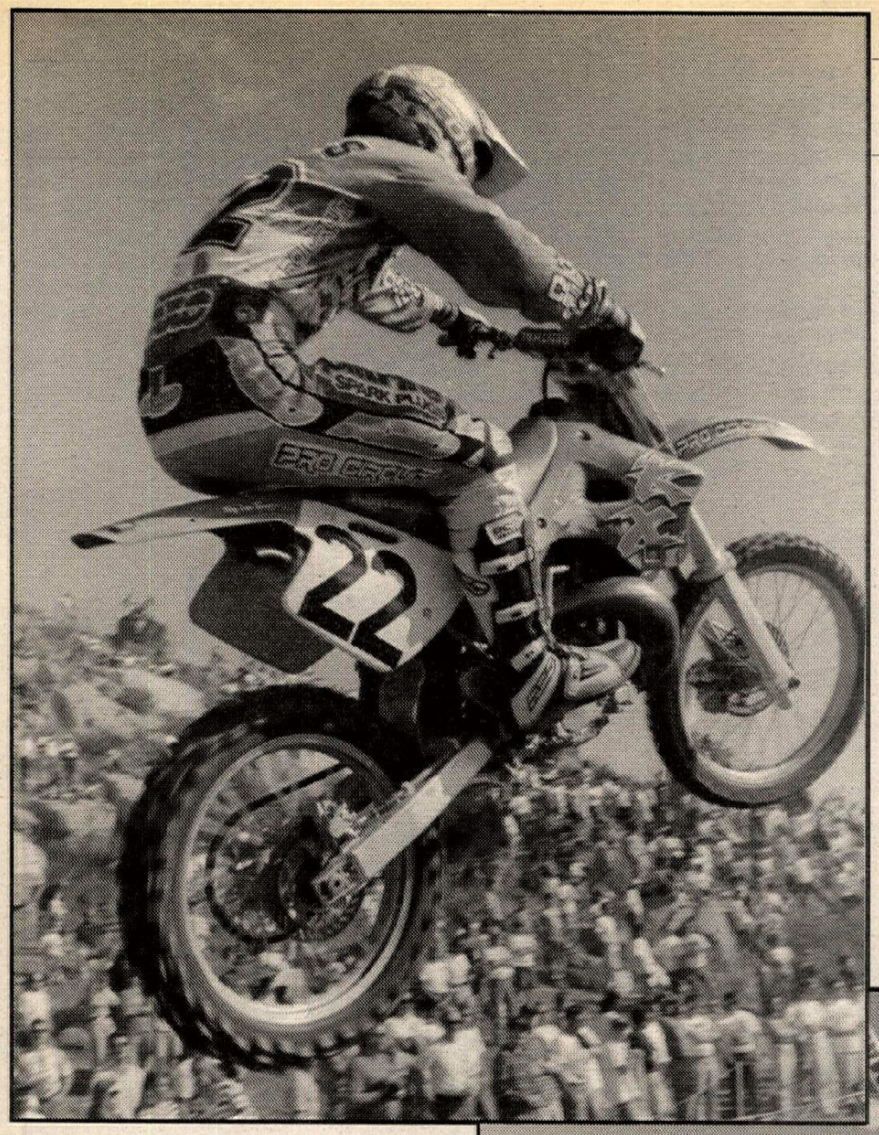
Lawrence started things off by nailing the holeshot ahead of Emig, Lamson and Craig. As the leaders approached the first double jump, Lawrence came up a few feet short and cased-it on the second jump. "The bike was bogging really bad," said Lawrence. "With the bike running this way, it was unsafe to continue."

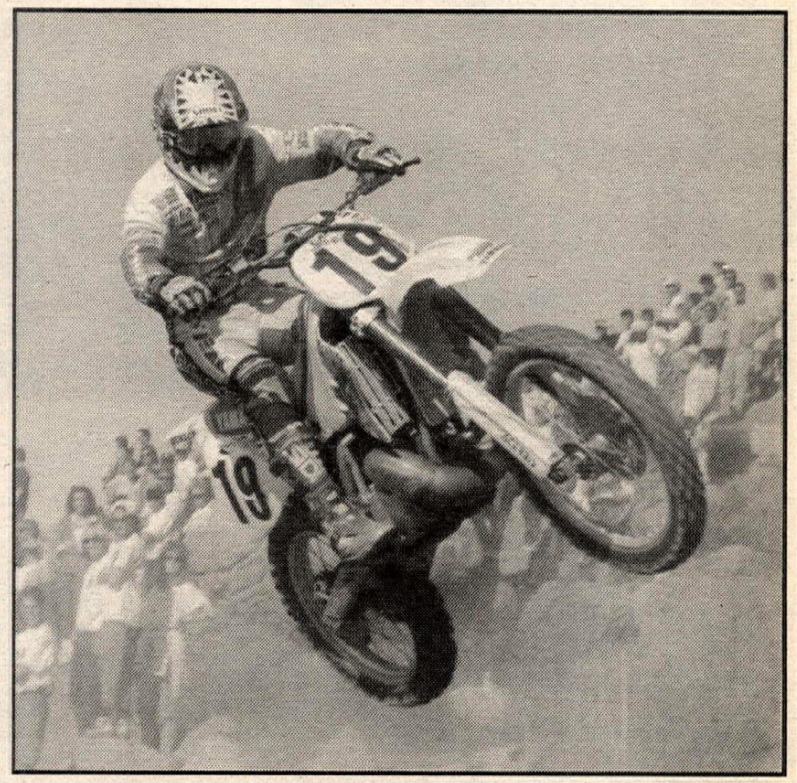
Lawrence's departure from the race gave Matiasevich the lead, but his reign at the top only lasted a short distance. On the next lap, Matiasevich also crashed when landing off a step-jump.

"The forks were a little soft during practice, so we added oil," said Matiasevich. "But then the forks began hydraulic locking, so when I landed from the step-up, I just washed out and crashed."

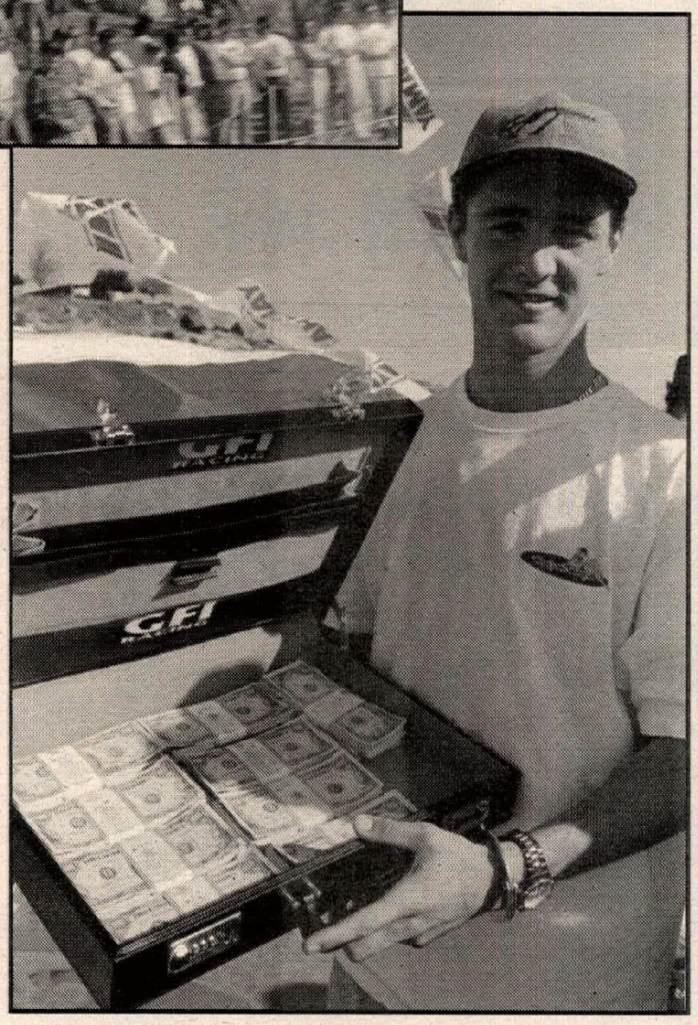
The crash dropped Matiasevich out of the top five and handed over the lead to Emig, with Lamson now running second.

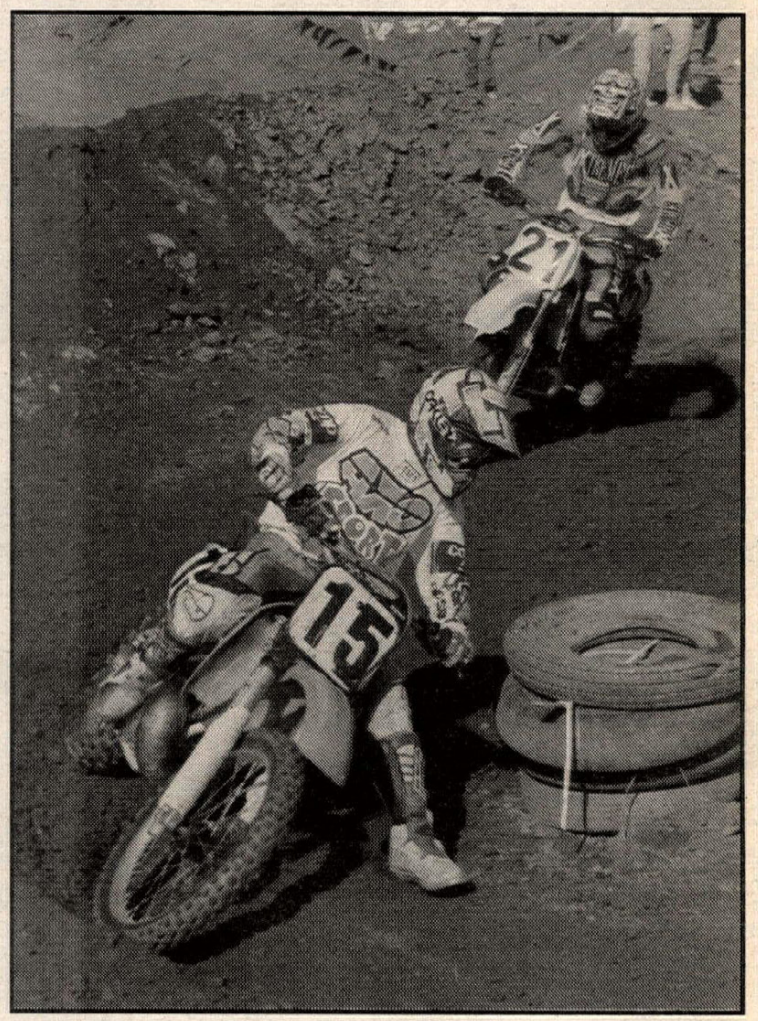
Emig had much better luck out in front than either Lawrence or Matiasevich by maintaining the lead. Lamson stayed within striking distance of Emig throughout the first half of the race but as the moto wore on Lamson began to lose ground to the factory Yamaha pilot.





(Left) Team Splitfire/Hot Wheels rider Ryan Hughes was the iron man of the day, finishing third in the 250s and second in the 125 class. (Right) Michael Ray Craig looked strong aboard his factory Yamaha, but pulled off with a nagging tailbone injury. (Below) Emig earned $5000 for his win. (Below right) Erik Kehoe (15) battled with Jeff Matiasevich (21). Kehoe finished sixth, Matiasevich was fourth.





Craig ran third for most of the race until suddenly pulling off the track. According to Craig's new tuner, Brian Lunniss, "He hurt his tail bone during a practice session a week ago. It started to hurt so instead of risking further injury we decided to pull him out."

Taking advantage of Craig's misfortune was Team SplitFire's Ryan Hughes, who settled into the third-place position.

Matiasevich, meanwhile, was on the move after his earlier crash. He had soon moved up into fourth after passing Honda of Troy's Erik Kehoe.

"It took a little while to catch back up but once I caught those guys they were easy to pass," said Matiasevich.

Once into fourth, there was too much distance between him and third-place Hughes to advance any further.

Emig whipped his Yamaha over the finish line double jump to take the checkered flag going away. Lamson settled for second followed by Hughes, Matiasevich, Team Noleen/Sizzler/Xtreme/Yamaha's Larry Brooks and Kehoe.

"I didn't say too much but I've been really sick all week," said Emig afterwards. "But once I got going I felt smooth and everything just worked perfectly."

Hughes was the iron man of the day. He came off the track after the 250cc race and 40 minutes later was back at it again in the 125cc feature. He grabbed the lead from Bader Manneh on the first lap, then lead the next six laps of the 125cc main event before getting passed by a very determined Damon Huffman of Team Suzuki.

"I sprained my ankle in practice so I sat out the 250s," said Huffman. "I think Ryan might've gotten tired because he bobbled and landed into the face of the second jump over a small double, so I just jumped by him."

From that point on, it was Huffman all the way, as he styled to the victory. Hughes kept Huffman in sight the remainder of the race but never came close enough to mount a serious challenge.

Honda of Troy's Craig Decker and Team NCY's Donald Upton banged bars all race long with Decker eventually securing the third spot after out-jumping Upton.

Early race leader Bader Manneh faded back to fifth in front of Tommy Clowers, Joel Albrecht and Dave Pingree. CN

Perris Raceway
Perris, California
Results: January 2, 1994

SX

250: 1. Jeff Emig (Yam); 2. Steve Lamson (Hon); 3. Ryan Hughes (Kaw); 4. Jeff Matiasevich (Yam); 5. Larry Brooks (Yam); 6. Erik Kehoe (Hon); 7. Donny Schmit (Yam); 8. Denny Stephenson (Suz); 9. Buddy Antunez (Hon); 10. Anthony Amaradio (Kaw).

125: 1. Damon Huffman (Suz); 2. Ryan Hughes (Kaw); 3. Craig Decker (Hon); 4. Donald Upton (Yam); 5. Bader Manneh (Suz); 6. Tom Clowers (Yam); 7. Joel Albrecht (Yam); 8. David Pingree (Suz); 9. Gregg Schnell (Suz); 10. Derek Natrig (Kaw).

AM

50 BEG D-1: 1. Derek Bollman (Yam); 2. Phillip Bruscella (Yam); 3. Ryan Piatton (Yam); 4. Sean Borkenhagen (Yam).

50 BEG D-2: 1. Ryan Roybal (Yam); 2. Danny Blanch (Yam); 3. Dallas Peick (Yam); 4. Patrick Walsh (Yam).

50 S/STK NOV: 1. Brian Thomason (Yam); 2. James Baker (Yam); 3. Cas Swift (Yam); 4. Donald Chollar (Yam); 5. Joshua Brown (Yam).

50 S/STK EX: 1. Mike Alessi (Yam).

50 MOD NOV: 1. Cas Swift (Yam); 2. Derek Bollmal (Yam); 3. James Baker (Yam); 4. Dallas Peick (Yam).

50 MOD EX: 1. Daniel Taft (Yam); 2. Tommy Cochran (Yam); 3. Justin Wilson (Yam); 4. Mike Alessi (Yam).

60 1ST TIME: 1. Joey Rose (Kaw).

60 BEG: 1. Andy Pierce (Kaw); 2. Derreck McClintock (Kaw); 3. Chad Robbins (Kaw); 4. Tyson Davis (Kaw); 5. Cole Humphus (Kaw).

60 NOV: 1. Jonathan Shimp (Kaw); 2. Dylan Lord (Kaw); 3. Christopher Tocco; 4. Austin Jones (Kaw); 5. Chris Rogers (Kaw).

80 1ST TIME: 1. Josh Ahern (Hon); 2. Tony Leavit (Kaw); 3. Derrick McClintock (Kaw).

80 BEG D-1: 1. Shane Bess (Suz); 2. Shawn Scott (Suz); 3. Corey Hoeft (Kaw); 4. Tim Rasmussen (Kaw); 5. J.J. Bonanno (Kaw).

80 BEG D-2: 1. Austin Jones (Suz); 2. Klint LaPlante (Yam); 3. Dustin Ryley (Yam); 4. Billy Laninovich (Kaw); 5. Chris Rogers (Suz).

80 NOV: 1. Sean Hamblin (Yam); 2. Adam Pierce (Kaw); 3. Jonathon Shimp (Suz); 4. George Hammel (Suz); 5. Levi Reid (Yam).

80 INT: 1. Jerry Aleman (Yam); 2. Billy Payne (Kaw); 3. Monte Montague (Hon); 4. Danny Carlson (Kaw); 5. Lance Richard (Suz).

80 EX: 1. Josh Tarantino (Yam); 2. Andy Harrington (Kaw); 3. Jimmy Varis (Suz); 4. Doug Parsons (Suz).

125 BEG D-1: 1. Danny Montoya (Suz); 2. Josh Carter (Yam); 3. Jake Gribbon (Yam); 4. Sherman Vandeman (Kaw); 5. Judd Scanlan (Yam).

125 BEG D-2: 1. Adam Pierce (Kaw); 2. Chad Cook (Kaw); 3. Mike Steinhoft (Yam); 4. Gordan Keller (Suz); 5. Danny Benitez (Suz).

125 NOV D-1: 1. Cory Sievers (Suz); 2. Chris Blanton (Suz); 3. Todd Gravitt (Kaw); 4. George Hammel (Suz); 5. Fritz Bottger (Hon).

125 NOV D-2: 1. Glenn Branson (Suz); 2. Ricky Richards (Kaw); 3. Cliff Cook (Yam); 4. Tad Porter (Yam); 5. Chuck Parker (Suz).

125 PRO: 1. Don Upton (Yam); 2. Ty Birdwell (Hon); 3. Jeff Tilton (Suz); 4. Ray Hensley (Hon); 5. Billy Joe Mercier (Kaw).

250 BEG: 1. John Bracamonte (Yam); 2. Skip Edwards (Suz); 3. Judd Scanlan (Yam); 4. Carlos Campillo (Yam); 5. Craig Williams (Hon).

250 NOV: 1. Cliff Cook (Yam); 2. Clint Briska (Kaw); 3. Jeremy Tooker (Yam); 4. David McCown (Hon); 5. Chad Bruce (Hon).

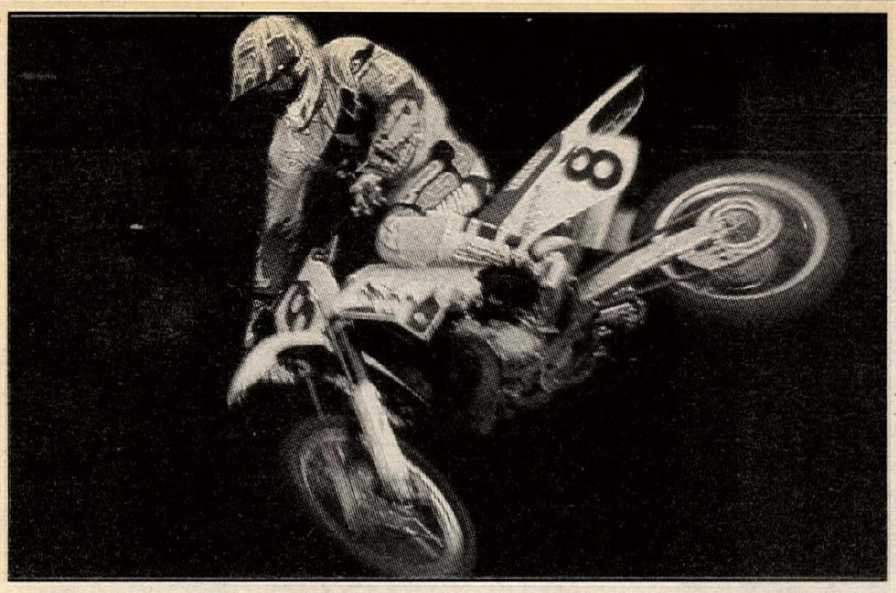
250 INT D-1: 1. Jason Partridge (Kaw); 2. Chad Burleson (Hon); 3. Dustin Nelson (Kaw); 4. E.J. Wright (Suz); 5. Chip Rotan (Kaw).

250 INT D-2: 1. Jeff Wallas (Kaw); 2. Dennis Dahlin (Suz); 3. Justin Tiearney (Hon); 4. Kenny Miller (Suz); 5. Tyler King (Yam).

250 PRO: 1. Shay Fretwell (Hon); 2. Billy Frank (Yam); 3. Gordon Ward (Suz); 4. David Castillo (Yam); 5. Joe Tuttobene (Kaw).

500 BEG: 1. Paul Evans (Suz); 2. David Konarska (Hon); 3. Brian Elliott (Hon).

500 NOV: 1. Dean Brown; 2. David Boyd (Hon); 3. Jon Nixon (Kaw).



Professional riders depicted on a closed course.

YZ250••

YZ owners love to take a new bike and "tinker" with it. So does the factory.

And even though the YZ250 was brand new last year, the 1994 model has six suspension upgrades, 17 frame enhancements and over 27 engine improvements. Not because it needed it–just because we wanted to make it just a tad better than great.

Now the forks work primo in the braking bumps and smooth out those sharp edge holes. The rear shock is smoother on landing and more fade-resistant on rough tracks, thanks to a bigger compression valve.

The frame is lighter and closer to the ground for better cornering, quicker response and a tighter turning radius. And it's been redesigned in the major stress points to make it even stronger.

Other than first gear (which was already perfect) there's new ratios in the YZ250's transmission for better low end throttle response. And in the top end you'll find a new piston, rings and a new power valve for better high-rpm juice. Plus, a beefier crankshaft, new steel clutch plates and a new coil design for longer hotter spark duration. Go ahead and flog the motor–it half expects it.

The new YZ250 is easier to ride too, with a taller seat that's flatter and lets you move around more. And new works-style upper triple clamps that move the handlebars back for better control on rough tracks.

It even stops better, thanks to new front and rear disc brakes featuring round–hole rotors for better durability, longer pad life and improved brake feel.

The YZ250. Last year it was a great new bike. This season it's even better. About the only improvement it doesn't come with is a bigger trophy case.••

YZ125••

Jeff Emig carried the AMA National #1 Plate in 1993 because he proved that he was the best rider on the best bike. And when you're the best, there's only one thing to do:

Get even better. And do it before the other guys have a chance to catch up.

Which is why there's a brand new YZ125–thoroughly redesigned–right down to the decals.

You can tell it's different even from a distance. The freshly designed crankcases house a radical new nearly square bore and stroke YZ125 engine that puts out serious mid-range pull and screaming top end acceleration for a wider, more tractable power-band. There's a new guillotine-type power valve and a flat, smooth intake, so it roosts hard all the way from the starting gate to the checkered flag.

And just wait until you fire it up. The new super-short muffler, combined with the new engine, has that "works" sound. When you light it up, every head in the pits turns to see where the distinct sound comes from.

The 1994 YZ125 has a unique new frame, specifically designed for "flicking."This quick handling, tight turning frame is amazingly lightweight, yet incredibly responsive. It's precise enough to drag a grip through a corner and strong enough to leap a set of triples.

The newly refined YZ suspension was first tested on the 125. It has better fork damping, and now handles those sharp edge whoops and square bumps with ease. And in the rear there's a new fade-resistant clicker, with more compression and rebound settings.

The totally new YZ125. You won't be caught winning a race without one.••

SEE THE 1994 YZ AND WR MODELS AT

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Anaheim, CA 92805
(714) 563-1700

BEAUMONT
Beaumont Yamaha Kawasaki
680 Beaumont Ave.
Beaumont, CA 92223
(909) 845-4882

BERKELEY
Berkeley Yamaha
735 Gilman Street
Berkeley, CA 94710
(510) 525-5525

BUENA PARK
Performance Cycle & Marine
7301 Orangethorpe Ave.
Buena Park, CA 90620
(714) 522-8200

ESCONDIDO
North County Yamaha
1315 Las Villas Way
Escondido, CA 92026
(619) 432-9501

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1339 N. Highland Ave.
Hollywood, CA 90028
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Mission Yamaha
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Laguna Niguel, CA 92677
(714) 582-0351

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Hang Time Yamaha
251 Frazier Mt. Park Road
Lebec, CA 93243
(805) 248-BIKE

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1 West 35TH Street
National City, CA 91950
(619) 420-2300

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Ontario, CA 91762
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San Diego, CA 92111
(619) 292-5454

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Yamaha of San Mateo
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San Mateo, CA 94402
(415) 348-7100

SAN RAFAEL
San Rafael Yamaha
933 Francisco Boulevard
San Rafael, CA 94901
(415) 456-0335

SEASIDE
Yamaha/Suzuki Sports Center
1580 Del Monte Blvd.
Seaside, CA 93955
(408) 899-2401

TORRANCE/LOMITA
T & O Yamaha/Honda
24020 Narbonne Ave.
Torrance/Lomita, CA 90717
(310) 534-2311

WOODLAND HILLS
Kolbe Cycle Sales
22123 Ventura Blvd.
Woodland Hills, CA 91364
(818) 348-7865

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Bear, DE 19701
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Miami, FL 33126
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West Palm Beach, FL 33409
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Canton, GA 30114
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Easy Living Yamaha
3120 Martha Berry Hwy.
Rome, GA 30165
(706) 234-8502

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TNT Action Sports
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Camp Point, IL 62320
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Downers Grove, IL 60515
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LIBERTYVILLE
Northern Illinois Honda Yamaha Suzuki
611 N. Milwaukee Ave.
Libertyville, IL 60048
(708) 362-7110

Professional riders depicted on a closed course.

YZ125••

It's life in hyper land. The throttle's wide open, clicking off laps faster than the big bikes. It's lighter, handles quicker, pulls stronger–stops harder. It's a brand new YZ125, that gobbles up major trophies. Why would anyone ride anything else?... Who cares.

You don't mess with the best and you don't argue with the results. Last year's YZ80 was one of the most successful, best performing machines ever to destroy a berm or rack up a win streak.

Powered by the industry's most potent crankcase reed induction engine, the YZ80 is full blown high tech, with its inclined top-end and low-boy pipe. Inside, the trick cylinder is impregnated with space-age ceramic composites for better heat dissipation and longer life. And the biggest, heftiest, bad-boy clutch ever stuffed into an 80.

This year the YZ80 has received an improved water pump, and a host of internal engine changes to help overall performance.

There's no scrimping on the YZ "because it's just an 80." It has a removable subframe, identical in design to the larger bikes, which allows for easy shock access. There's a computer designed aluminum Deltabox swingarm for light weight with precision handling. And a stronger, high rigidity frame which allows a variety of riders to find their full potential without being held back by frame flex.

The YZ80 is designed to take a pounding and keep on winning. There's a set of tough, tapered roller bearings in the steering head for longer life. Wide, strong foot pegs for more support when landing from jumps. And brand new, beefier spokes in the rear wheel.

The YZ80. Winning proof that, even though it's small, it's very, very serious. ••

YZ80••

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Elkhart, IN 46514
(219) 264-0618

VALPARAISO
Buck's Suzuki & Yamaha, Inc.
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Valparaiso, IN 46383
(219) 462-6911

MA AUBURN
Lundgren Motorsports Honda-Yamaha
143 Washington Street, Rt. 20
Auburn, MA 01501
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NORTHAMPTON
Valley Motorsports Inc.
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Northampton, MA 01060
(413) 584-7303

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Phillipston, MA 01331
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Quincy, MA 02169
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NC SHELBY
Kawasaki Yamaha Polaris of Shelby
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NH HUDSON
Hudson Cycle Center, Inc.
2 Flagstone Dr.
Hudson, NH 03051
(603) 882-1573

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East Hanover Honda Yamaha
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East Hanover, NJ 07936
(201) 428-1735

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566 Rt. 23 N.
Pompton Plains, NJ 07444
(201) 831-1930

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Kawasaki-Suzuki-Yamaha of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
(201) 825-3333

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Beechmont Yamaha
600 Mt. Moriah Drive
Cincinnati, OH 45245
(513) 752-0088

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(215) 377-0440 Fax (215) 377-8066

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Rd. #4 / Box 430
Pine Grove, PA 17963
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Amarillo, TX 79104
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Central Yamaha
1627 N. Central Exp.
Plano, TX 75075
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WA BREMERTON
The Brothers Honda Yamaha
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Bremerton, WA 98312
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LONGVIEW
Longview Honda-Yamaha-Kawasaki
1113 Vandercook Way
Longview, WA 98632
(206) 636-1220

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2640 S. Ashland Ave.
Green Bay, WI 54304
(414) 499-0606 or (800) 236-5142

YAMAHA

Camel Supercross Series Season Preview

PHOTO BY KINNEY JONES

GET IN THE RING!

By Chris Jonnum

Don't you wish you were a factory supercross rider? The glory, the riches, the flying around the nation - it would all be yours, if only you could secure that elusive factory ride. It does sound great, but racing the Camel Supercross Series is no bowl of cherries.

Imagine yourself lining up in Orlando, Florida, for round one's main event. You've finally signed your first factory contract, and your off-season "vacation" consisted of a numbing succession of days spent testing at some not-so-picturesque southern California test course. You hope the suspension settings you've come up with work well in the real world of stadium racing; otherwise, you'll have to somehow squeeze in more testing between now and next weekend, when you'll be halfway across the country in Houston, Texas.

As the starter raises the 30-second board, you attempt to clear your mind, but you can't help but feel the pressure on your shoulders. Your employer hired you to win, and no matter how extensive your education, how refined your social skills, or how strong your dedication, you know you'll get your walking papers if you don't perform. At best, you can expect your professional career to last 15 years, and there's not much of a retirement plan for ex-supercross racers.

The riders may not appreciate it, but that intensity is what makes supercross so appealing to the fans. The action and excitement of stadium racing are unrivaled in any other sport, which is why we keep coming back for more. So check out the series schedule, and mark your hometown round on the calendar. And when the time comes, be sure to take the family and friends to check out the greatest show on earth. But try to enjoy that show without wishing you were one of the performers - after all, you just might get what you wish for. CN

This n' that

• This will be the last year that the R.J. Reynolds Tobacco Company puts up the money to be the title sponsor for the stadium circuit. In other words, there will be no "Camel" preceeding the words "Supercross Series" in 1995. More importantly, there will be no $100,000 check to the series winner, at least not with Smokin' Joe's signature on it. The AMA is hoping that someone else will step up to the plate in '95. Most expect Coors Light to stay involved with their event purses.

Here are the big changes for the '94 season:

• There will be no double-headers in '94. In the past, when venues were more difficult for the fledgling series to attain, several cities (including Houston, Seattle and Pontiac) hosted two rounds over a single weekend. Pontiac was the last holdout, but only one race (round 10) will be held in the Silverdome this year.

• One new round joins the series, taking the place of Pontiac's second night. For the first time ever, Minneapolis' Metrodome will host a supercross, filling a Midwestern void in the schedule.

• Last year, there were 16 rounds in the series; this year there are 15. That's because there will be no race in Los Angeles. Ironically, the Coliseum round is considered the "grandaddy" of supercross, as it hosted the first-ever "real" stadium race back in 1972 (the Superbowl of Motocross). Yes, a "supercross" was held a few months earlier on Daytona Speedway's infield, but L.A. had the first race in a stadium. Southern Californians will still have races at Anaheim and San Diego, and hard-core fans can make the drive to San Jose and Las Vegas.

• Seattle residents will have to wait a little longer than usual to attend the Kingdome race. The Washington round has traditionally been held early in the season, in late January or early February. This year, however, it will be on May 7. Also, the Mickey Thompson Entertaiment Group has taken over promotion of the event from SRO/Pace.

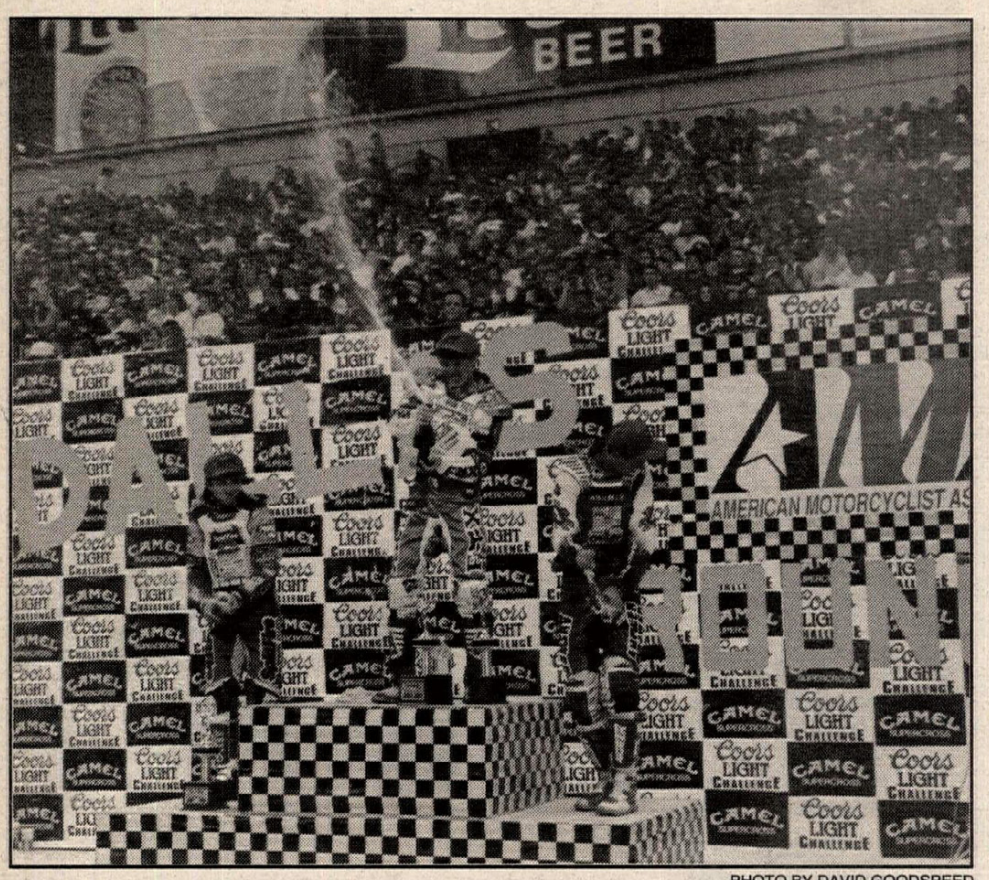


PHOTO BY DAVID GOODSPEED

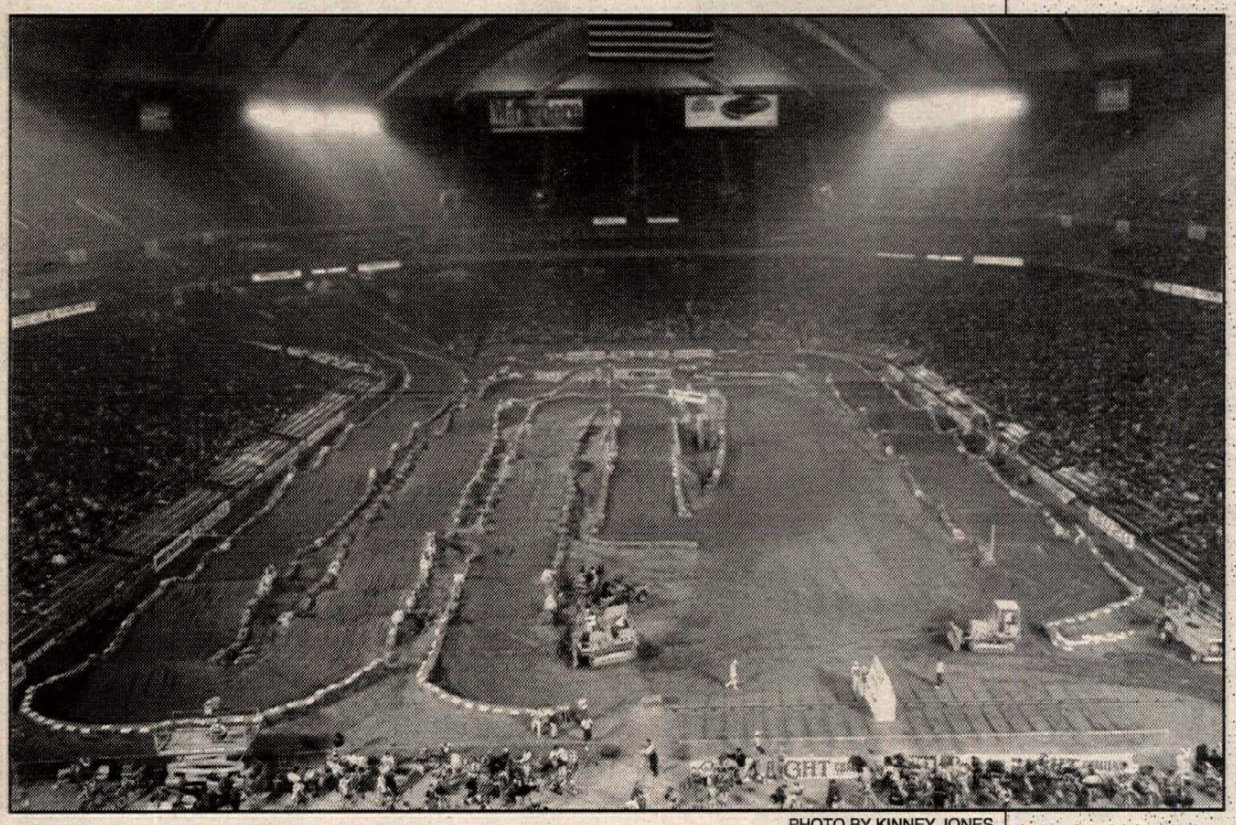


PHOTO BY KINNEY JONES

The good and the bad

If you're interested in what's really going on in stadium racing, you talk to people whose jobs revolve around the sport. After all, if your livelihood depends upon the success of supercross, you tend to take it pretty seriously. These people have access to behind-the-scenes information, and they've spent years traveling to every round on the circuit. They care about supercross and have examined it closely, looking for both strengths and weaknesses.

What's so great about stadium racing? What's wrong with supercross? Those are the two questions we asked of the industry insiders. Here's what they had to say...

Dave Arnold - Honda Team Manager

"Supercross is still growing, which is good to see. Riders' licenses are up and more spectators are showing up. The exposure is also increasing, I think. We're going into new cities, and newer venues within those cities. Sponsors from outside the industry are coming into the sport, which will hopefully help everyone, from factory riders to privateers. Another thing to remember is that these riders are the absolute best in the world, so the fans are seeing the top talent. The series itself is probably partly responsible for that talent, because it's so competitive.

"We've already identified the areas for improvement, and are working on them. Obviously the main priority should be to locate a new series sponsor, but we also need to do more to help the riders, and not just those with a factory ride. I think that if someone is able to make a main event, and they're going to the expense of traveling the circuit, then they should be able to make a living racing. The scheduling could also use some work, but I know that's difficult because of football. It can be expensive - or flat unsafe - for the privateers to drive to all the rounds, unless they're independently rich. One final area that could use some work is track design and maintenance. The designers should work on making multiple lines, which would benefit the fans by providing close racing. Also, people should be out there working on the course during intermission, like they do in Japan."

Guy Cooper - Former 125cc National MX Champion

"As a veteran, I've been involved in supercross for a lot of years, and the one thing that you can always count on is the racing. Supercross is fun to watch, and it's fun for the riders. Even if someone pulls away and wins easily, there's still plenty of racing back in the pack. That has never changed over the years.

"Everyone talks about getting more TV coverage, but it seems like it's more of a dream than a goal; 'Wouldn't that be great if we got live coverage?' Well I think we've talked about it for long enough. I came into the sport 12 years ago, and they were talking about it then. It's possible, because when you go to Europe we're racing in these small stadiums, but they've got satellites set up and are broadcasting it live. If everyone could just get together and work on it, that would help the sport a lot."

Bevo Forti - Scott USA Technical Support

"The bright thing about supercross is its popularity. The crowds keep getting bigger, and it brings people into the stadiums that wouldn't go stand on an outdoor track. The promoters are doing a good job of putting on more of a show, by doing things with the opening ceremonies and intermissions.

"There are negatives, but I think the promoters have identified them and are working in the right direction. They're trying to figure out what needs work, and are improving those areas. They're working on things like trying to make it more exciting. That's the best thing about supercross, and the entire motorcycle industry for that matter - no one's sitting on their hands."

Keith McCarty - Yamaha Team Manager

"The best thing about supercross is that it takes a lot of excitement and puts it in a compact place. It only takes a short amount of time, and it's in an environment where you can bring your family. Also, due to the importance of the sport, it brings in more money than the Nationals. Because it's on TV, sponsors tend to give it more attention, so the contingencies outweigh what's available outdoors.

"There's not much that's negative about it, but of course there's always room for improvement. I'm happy to see the promoters working together to make the events more consistent. It's getting so that the press days and everything else are the same at each of the rounds we go to, so you know what to expect. That's where we needed the most work, and that's where the promoters seem to be focusing their attention.

"I think we fall way short when it comes to marketing the sport, and drawing attention to it. This is the biggest area for improvement. The manufacturers are putting in all they can from the inside, and the promoting group has Camel and Coors helping on their end. If we could do a better job of marketing the sport, it would help us and allow us to put more back into it".

Roy Turner - Kawasaki Team Manager

"Supercross is the highest end of the sport of motocross. The Nationals are also great; but supercross has the most entertainment, and it's all contained in a stadium where it's easy to watch. You don't have to trek out to the boonies, because they're racing right there in the middle of the city.

There are drawbacks, but it's not as if people aren't working on them. If you look at supercross in the scheme of world sports, people don't consider it as seriously as golf or tennis. To bring it up to that level, it has to have the money. We already have TV, and we obviously have the action, but there's just not enough dollars in it. That's what was so great about Fukuoka; they had no start money, but a $200,000 purse. I think maybe if betting was somehow brought into it, like in horse racing, that could attract money. I mean, you can bet on anything, right? Why not supercross?

"Another thing is that all the riders are pretty young, and even the other people that work in the sport. The riders don't have that charisma; and they haven't had time to build up a big following like NASCAR and Indy drivers. More of an effort could be made with teaching the young guys how to act; maybe the promoters could work with them or something. Right now, I hate to say it, but the sport is lacking someone like Jimmy Weinert, Bob Hannah or Ricky Johnson, where they're fast, but also witty and funny."

1994 Camel Supercross Schedule

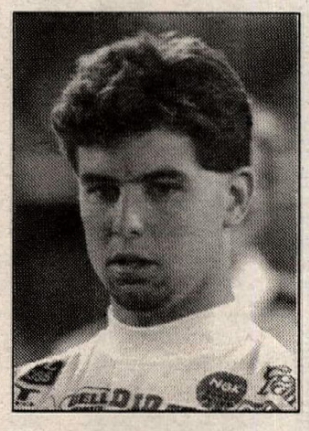
Round 1	January 15	Orlando, Florida	Citrus Bowl
Round 2	January 22	Houston, Texas	Astrodome
Round 3	January 29	Anaheim, California	Anaheim Stadium
Round 4	February 5	San Diego, California	Jack Murphy Stadium
Round 5	February 12	Tampa, Florida	Tampa Stadium
Round 6	February 26	Atlanta, Georgia	Georgia Dome
Round 7	March 12	Daytona Beach, Florida	Daytona International Speedway
Round 8	March 19	Indianapolis, Indiana	Hoosierdome
Round 9	March 26	Charlotte, North Carolina	Grady Cole Memorial Stadium
Round 10	April 9	Pontiac, Michigan	Silverdome
Round 11	April 16	Minneapolis, Minnesota	Metrodome
Round 12	April 23	Irving, Texas	Texas Stadium
Round 13	May 7	Seattle, Washington	Kingdome
Round 14	June 4	San Jose, California	Spartan Stadium
Round 15	June 11	Las Vegas, Nevada	Sam Boyd Silver Bowl

1994 Camel Supercross Series Predictions

What do you love?

By Chris Jonnum

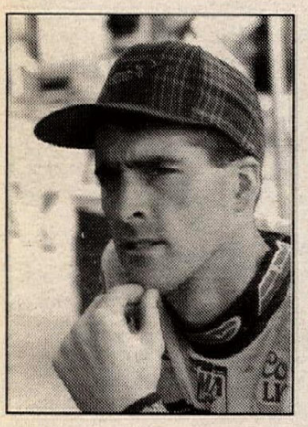
Well, it's that time of the year again that the *Cycle News* editorial staff dreads the most. Our year-end, two-week-long hiatus is over and the Camel Supercross Series is looming on the horizon. Don't get us wrong - it's not that we don't like the series; on the contrary, we consider it the most prestigious and action-packed MX tour in the world, and enjoy attending and covering each of its 15 rounds. The reason we begin to squirm every January is that it's the one time of the year when we really have to stick our necks out, and make our predictions for the upcoming season. You might think it's tough to win a championship, but if you want to experience *real* pressure, try predicting the champion before the season even starts, and then publish your pick for all the world to see. It's no mean feat, as evidenced by our 0-2 record over the past two years. Yes, we predicted Damon Bradshaw would take the title in '92 and '93, but he has since retired, and while we'll miss him, at least he won't be able to let us down again. In any event, here's what the point standings will look like after the final round in Las Vegas, according to the *Cycle News* crystal ball.



1 #1 Jeremy McGrath - Team Honda
Murrieta, California

Betting on the defending champ may seem like a cop-out, but the fact is, we'd be crazy to do anything else. "Showtime" has set new standards for the sport of stadium racing, and so far no one has been able to follow his lead. Last year, McGrath shocked supercross pundits everywhere, including us. The shock really wasn't so much that he had won the title, but that he had done so in such a dominating fashion. He won a record 10 main events and clinched the title with two rounds remaining, all in his rookie year in the 250cc class! Now, with a year of experience under his belt, Jeremy should be stronger than ever.

If he's smart, McGrath will retain the enthusiastic, spontaneous approach to racing that got him so far in '93. Too many riders treat the sport like a job once they reach the top, a frame of mind that inevitably leads to burn-out. However, our conversations with the champ lead us to believe that McGrath is more eager than ever for the new season to start; his competition is probably less enthusiastic about facing him. We doubt that Jeremy will back up his own prediction of winning at least 11 rounds, but then again, he did surprise us last year.



4 #5 Jeff Stanton - Team Honda
Sherwood, Michigan

Prior to last season, when most people were ignoring Jeremy McGrath, Jeff Stanton predicted that his then-new teammate would be a contender. Stanton was right, but the tables are now turned, and McGrath is pegging Jeff for a comeback in '94. The three-time supercross champion had a season he'd probably like to forget last year, but has wisely used his off-season time to test and relax. Last year, both Stanton and long-time rival Damon Bradshaw appeared to be burned out, apparently waiting for a McGrath mistake that never came. After the season, Stanton reportedly came close to following the same route chosen by Bradshaw - retirement. But Jeff claims to be rejuvenated, and with his Honda factory ride on the line, we expect him to show the same hunger that he did back in '89. Unfortunately, we don't think that will be enough to dethrone his young teammate.

6 #8 Doug Henry - Team Honda
Oxford, Connecticut

We're choosing Doug Henry as the top-placing 250cc class rookie for this season, and expect him to win at least one main event in '94. Doug is a fearless rider who has gotten where he is through hard work. He is entering his second year as a factory rider, and is fresh off a season most riders would kill for. Henry collected the 125cc outdoor and 125cc east coast supercross titles in '93, and also contested the 250cc class at select western rounds. With the confidence gained from those experiences, Henry should be a force to be reckoned with in '94, though we don't expect him to enjoy the success McGrath did in his rookie year.

7 #10 Brian Swink - Team Suzuki
Linden, Michigan

Brian Swink was Jeremy McGrath's eastern counterpart as the duo dominated the 1991 and '92 125cc supercross series, but he didn't match McGrath's accomplishments when they switched to the 250cc division last year. We feel that Swink has yet to reach his potential, perhaps partly due to the large Suzuki squad, where concentrated rider support is difficult to achieve. He has shown impressive speed at times, but has yet to maintain that velocity for 20 laps. Brian is a stylish rider who is fun to watch, and if his team can manage to give him the personal attention which he deserves, he'll likely respond by working on his stamina and turning in some solid rides.

2 #3 Mike Kiedrowski - Team Kawasaki
Canyon Country, California

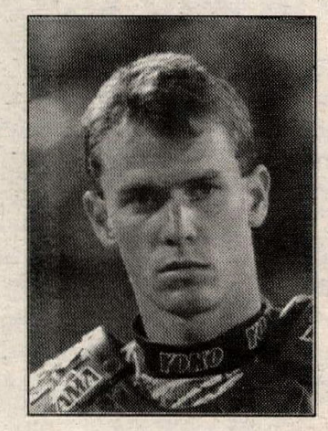
A true "late bloomer," Mike Kiedrowski is just beginning to reach his peak at 25. Fresh from his best-ever supercross season, Mike will be satisfied with nothing less than a Camel Supercross Championship in '94. Now that he's won that elusive first stadium race, the four-time National MX Champion should have the confidence required to be a contender for the title. He is more enthusiastic than ever, and has no doubt undergone a rigorous training regimen during the off-season. He'll be on a new, quicker-handling bike that's better suited for the tight quarters of man-made tracks, and, hopefully, Kawasaki has done enough testing to avoid the first-year teething problems that plagued Honda's new models in '91. We think Kiedrowski will come closer to securing the crown than he did last year, and expect the title chase to go all the way down to the wire. But while the "MX Kied" will probably win several main events, McGrath's natural indoor talent will prevail in the end.

3 #7 Mike LaRocco - Team Kawasaki
South Bend, Indiana

Though he sometimes goes unnoticed, Kawasaki's "other Mike" is often without equal when it comes to pure speed. One of the most stylish riders on the track, Mike LaRocco's form has been compared to that of "The O'Show," Johnny O'Mara. Misfortune has been his downfall, usually in the form of injuries and poor starts. For the past two years, LaRocco has won the series opener in Orlando, only to see his season ruined by a fragile wrist. Mechanical gremlins cost him what appeared to be a sure title in the '92 125cc National MX Series, but LaRocco finally secured his first National crown last year (taking the historic final 500cc championship). It seems unlikely that Mike's misfortune could continue for yet another season, and his getaways showed improvement last year. We expect "LaRocket" to be in the fray and, if he can last the entire season, he'll give both McGrath and teammate Kiedrowski a run for their money.

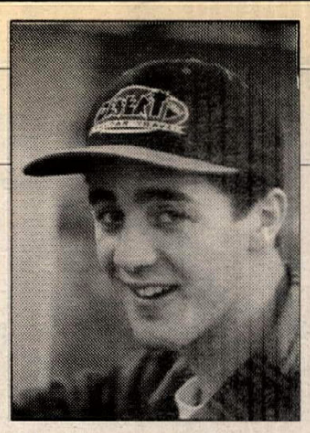
5 #19 Michael Craig - Team Yamaha
El Cajon, California

We may be going out on a limb here, but we feel that Yamaha's newest factory rider will make the top five in the series standings this year. What's more, we think Michael Ray will probably score his first-ever main event win in '94. At 25, Craig is no spring chicken, but he has the heart and desire of a rookie. At times he showed blazing speed last year, and led at Pontiac until crashing. In order to do well, Craig will have to improve his physical stamina, avoid injury, ride within his limits, and overcome the pressure of filling Damon Bradshaw's boots. But he has been working closely with mechanic Brian Lunniss, and with top-notch factory machinery, Mike should finally be able to reach his potential.



8 #4 Steve Lamson - Team Honda
Riverside, California

Steve Lamson finished the '93 Camel Supercross Series in fifth place, and while we're predicting that he'll finish '94 in eighth, that doesn't mean we don't think he's improved. On the contrary, Steve steadily bettered his results last year, surprising Honda as he developed into a top-notch rider indoors. Lamson has moved to southern California, where he is more in-touch with the Honda factory and can concentrate on testing and training. Unfortunately, we expect the competition to be tougher in '94, and that, more than anything, is what will keep Lamson from improving his placing. We'll be surprised if he wins a main event this year, but expect him to be a top contender in the 125cc Nationals. However, if there's going to be one rider to really blow our predictions, it will be Lamson.

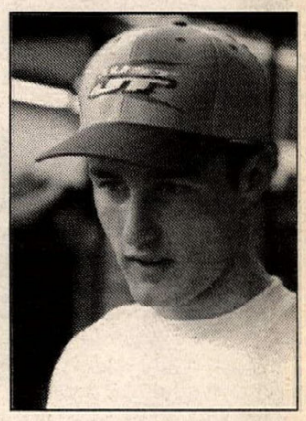


9 **#6 Jeff Emig - Team Yamaha**
Highland, California
Riding a 125cc bike on an outdoor track, Jeff Emig is one of the fastest riders in the world, but he doesn't appear nearly as comfortable on a quarter-liter machine or on a stadium course. This will be his third full season in the prestigious 250cc class, and we expect him to improve his 10th-place showing, but not by much. Last year, he was hampered by a strange virus in the early part of the season, but was still able to register two impressive runner-up finishes. We wouldn't be surprised to see Jeff finish considerably higher than our ninth-place prediction, but to do so he'll have to cease his on-again, off-again performances, and consistently achieve the quickness he only hinted at last year.

10 **#12 Cliff Palmer - Team KTM**
Oklahoma City, Oklahoma
He'll never be accused of hogging the limelight, but Cliff Palmer has proven that a motorcycle built outside of the Orient can be competitive on the supercross circuit. Palmer has yet to make the podium aboard his Austrian-built KTM, but he was consistent enough to place eighth in last year's point standings. We've got him pegged for 10th in '94, but just as in Lamson's case, that's more due to stiff competition than anything else. Cliff claims to be very pleased with his new bike set-up, and now has more access to factory parts. If he is able to maintain his focus on racing, we think this could be his year to make the top three in a main event.

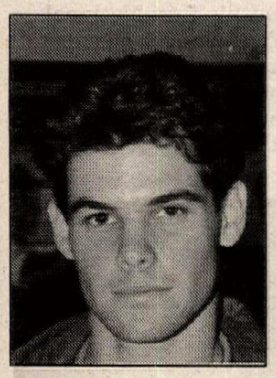
Wild Card **#18 Phil Lawrence - Team Suzuki**
Menifee, California
"Factory Phil" will be competing in his first full year in the 250cc class, and we expect him to feel right at home aboard the bigger bikes. The lanky rider competed in several eastern region 250cc rounds last year, finishing 17th overall in the series standings. He came close to winning the 125cc class' western division last year, and is not easily intimidated. Lawrence will be even more effective if he works on his training program, and like Swink, he would benefit from more focused personal support from Suzuki

Wild Card **#11 Larry Ward - Team Sizzler/Noleen/ Xtreme/Yamaha**
Florence, South Carolina
Despite competing as a privateer, Larry Ward finished a creditable 11th in last year's supercross series. For '94, the former factory Suzuki rider has picked up a ride with Noleen, and should be even faster. Ward is a consistent rider who is rarely sidelined by injuries, and he knows what it's like to win. If he adapts well to his new Yamaha ride, he could break into the top 10 in the series standings.



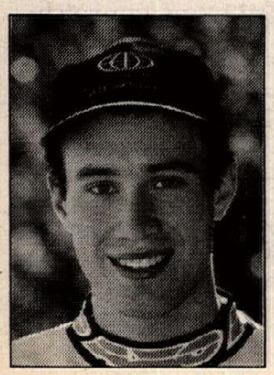
Western Region

1 **#20 Damon Huffman - Team Suzuki**
Saugus, California
We're picking "the other Damon" as the rider to dethrone the powerful Pro Circuit-backed teams in the western division. Jeremy McGrath claimed the crown for Team Peak in 1991 and '92, and Jimmy Gaddis won for Team SplitFire in '93, but Damon Huffman stands a good chance of giving the title to Suzuki for the first time since Willie Surratt won in '87. Huffman got off to a slow start last year and eventually finished third in the point standings, but he won more main events than any of his competitors. A natural rider with a smooth, fluid style, Damon says he'd like to win all eight rounds in '94. He has the speed, but a perfect season requires a fair amount of luck; we think he'll win the title with plenty of room to spare, but we doubt he'll win every race.



2 **#22 Ryan Hughes - Team SplitFire/Hot Wheels/Kawasaki**
Escondido, California
Each year Ryan Hughes is touted as a candidate for the western division crown, but just as often his true potential is thwarted by injuries. Last year, a broken leg and wounded thumb were his impairments. Still, "Ryno" is a mentally strong rider who is not easily discouraged by misfortune, and he is anxious to prove his worth. For '94, Hughes has requested a switch from Team Kawasaki, where 250cc machines are the priority, to the 125cc orientated Team SplitFire squad, where he will be the number-one rider. With more support focused in his direction, Ryan's chances for a long-overdue success story are probably as good as they'll ever be.

3 **#141 Craig Decker - Team Honda of Troy**
Corona, California
With the Honda factory opting to field no in-house 125cc team for stadium racing, Honda of Troy is stepping up to the plate with rookie Craig Decker in the western division. Though he has contested a few supercrosses, a broken leg brought an abrupt end to his efforts last year. We're taking a bit of a chance by picking the relatively inexperienced 18-year-old to place third, but he's a strong rider with something to prove. Under the guidance of veteran teammate Erik Kehoe, Craig should quickly adjust to the intense competition of supercross.



Wild Card **# 30 James Dobb - Team SplitFire/ Hot Wheels/Kawasaki**
Corona, California
Now in his second year racing in the States for the SplitFire team, James Dobb is eager to prove that Brits can win in stadiums. He sat out much of last season with a wrist injury, but returned in time to put in some impressive rides in the 125cc Nationals, actually winning at Unadilla. Dobb's indoor inexperience will hurt him in supercross, but we expect him to do well on the National circuit.

125cc

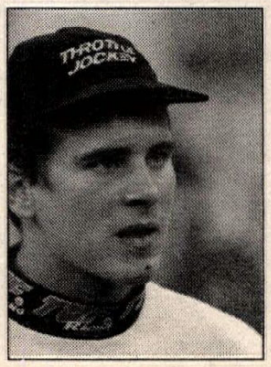
Perhaps the only thing more difficult than predicting what will happen in the Camel Supercross Series, is trying to forecast the 125cc "support" class. Each year, the tiddler division is swamped with a fresh batch of young talent, all eager to prove their skills. It can be difficult keeping track of the unfamiliar names and faces, not to mention guessing who among them will be the fastest. Nonetheless, here are our picks for the 125cc class.

Eastern Region

1 **#17 Ezra Lusk - Team Suzuki**
Bainbridge, Georgia
Suzuki's practice of hiring fast 125cc riders could well pay off this season. Not only have we picked Huffman to win in the west, but we've pegged Ezra Lusk as the top rider in the east. Ezra won the opener in Orlando last year, but mistakes held him to third place at the end of the year. Still, he turned in an impressive top-five finish at the final 250cc round of the year in Las Vegas, actually leading the main event before crashing. Crashes have been Lusk's downfall in the past, but his speed is unquestioned. Now that he's got some experience, we expect "Yogi" to ride with more control.

2 **#33 Robbie Reynard - Team Kawasaki**
Oklahoma City, Oklahoma
While we've chosen him as the runner-up, many pit pundits are assuming that Robbie Reynard will man-handle the eastern division in his first full season as a pro. Reynard won the final round of the 125cc National MX series in '93, and was named AMA Rookie of the Year. At 16, Reynard is the most highly touted young rider since Damon Bradshaw, but he's shown a tendency to try too hard. He'll have even more pressure now that he's a factory pilot, but he should quickly develop into a top-notch rider. We expect him to really come into his own after he's gotten a full year of experience under his belt, but success may come as early as this year if he can avoid crashing.

3 **#51 Chad Pederson - Team Downers Grove Yamaha**
Fort Dodge, Iowa
Chad Pederson was the only rider to stay within eyesight of Honda's Doug Henry in last year's eastern division battle. He won in Tampa and finished as the runner-up despite sitting out Daytona. He won't have Henry to contend with in '94, though he will have Reynard and Lusk to deal with. Pederson wants to prove he's fast, in hopes that he'll get a factory ride like former DGY rider Doug Henry did. At 22, Chad is a little old for the 125cc division, but that also means he's more experienced. He'll be a threat.



Wild Card **#56 Jeff Curry - Team Tuf/Kawasaki**
Saginaw, Michigan
We were split between Jeff Curry, Davey Yezek and Tim Ferry for our wild card pick on the east coast, but went with Curry by virtue of his performance last year. In '93, Jeff finished fourth in the point standings despite missing the first three rounds with an injury. He had two top-three finishes, both coming in front of his home crowd at the Pontiac double-header. Curry should increase his speed for '94, and will probably win at least one round.

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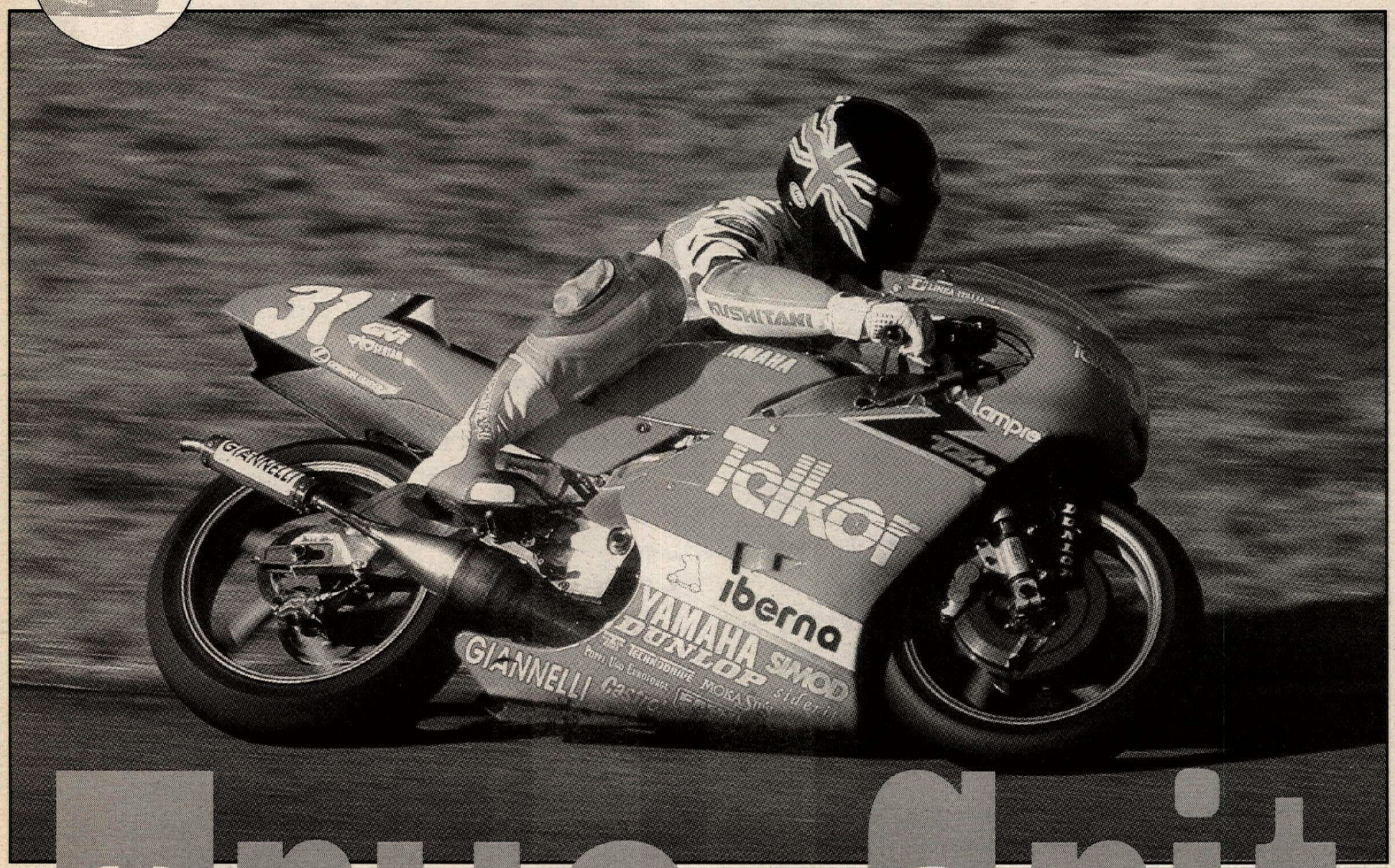

True Grit

By Alan Cathcart
Photos by Takeshi Akamatsu

True grit - with a strong dash of craftiness - is what made Yamaha's Tetsuya Harada the 1993 250cc World Champion, in his debut season in Grand Prix racing. Anyone who watched the cheerful young Japanese star out-wit Loris Capirossi in the final GP of the year in Jarama, Spain, couldn't fail to realize that here was one of the most astute riders of modern times at work. His dash and daring had turned the established order of 250cc GP racing on its head, and turned Yamaha's modified version of its TZ250 production racer into one of the most unexpected champions of recent years.

Unexpected, because with so much of their corporate effort, and budget, expended on the high-profile 500cc class, Yamaha's attempt to regain the 250cc world title - which they last won in 1990 (also against the odds) with the YZR250 and John Kocinski - was a true underdog challenge to the might of Honda and Aprilia. Heavily outnumbered by the seven works NSR250 Hondas and almost as many factory-backed Aprilias, the trio of TZ250M Yamahas ridden by Jochen Schmid and Pier-Francesco Chili for the German Mitsui and Italian Valesi teams, respectively, (with newcomer Harada almost imposed on the Telkor-backed Italians as an afterthought - the price of getting factory Yamaha backing), weren't considered by anyone to be serious contenders for the world title.

Harada's series of stirring performances in plucking the 1992 Japanese title from Honda's grasp, on a slower bike, had given some clue to his potential, which was confirmed by his explosive start to the '93 season when he outrode none other than John Kocinski to snatch victory in the first GP of the season in Australia. Though his run of three wins and two second places in the first seven races was eventually diluted by two sixth-place finishes on fast tracks in Austria and Germany, where the Yamaha was outpowered by the Hondas, Harada seemed set to be a runaway World Champion. Then he was injured at Donington Park, through no fault of his own, when another rider fell off in front of him. True grit gained him crucial points in the next race in Czechoslovakia, and though he crashed again at Misano - probably by riding too hard while still injured, in an effort to stem Capirossi's charge - he out-thought the Italian to win at Jarama and take the title, in a nerve-wracking finale to the season.

The chance to ride Harada's title-winning TZ250M at Yamaha's Fukuroi test track put the scale of his achievement into perspective. Having previously sampled the works Aprilias and a pair of factory NSR250 Hondas, I had a yardstick to compare the bike with. Frankly, it just doesn't match up - not because Yamaha couldn't deliver the same performance as their factory rivals if they wanted to, but because their policy after last winning the world title back in 1990 with the YZR250 has been to concentrate their efforts on developing a tricked-out version of their TZ250 production racer, with ensuing benefits for development of both their customer race bike and their street-legal race replicas in the ultra-competitive 250cc road market.

In a way, the fact that they've managed to win the coveted world title while following this policy is not just icing on the cake, but implicit justification for adopting it in the first place. However, it also means that Harada is some kind of superman to win the World Championship in his first season of GP racing on a bike that is genuinely outpaced by the opposition - as the Hockenheim and Salzburg results confirmed.

So why didn't Yamaha simply continue development of Kocinski's title-winning YZR250 V-twin, with its more direct spin-off benefits from the 500cc GP development program, rather than concentrate on the mirror-image TZ250? (The TZ250 has the left-hand cylinder of the single-crank, 90-degree, V-twin, crankcase reed-valve motor pointing upright and the right-hand one towards the ground, rather than the other way round on the YZR250) The reason, says Yamaha's 250cc GP development engineer Ichiroh Yoda, is because the company wanted a direct link between the GP racer and the street bike spin-off; the TZ engine format offers a better chain line and optimum exhaust run for the street, as well as making it easier to fit with an airbox and other assorted road hardware. This compromise entails a more bulky engine package than the YZR's compact design, resulting in a small weight penalty which helps the TZ250M to scale 4 pounds over the class limit at 213.4 pounds dry - a handicap Yamaha could almost resolve by using magnesium crankcases, instead of the production-based aluminium ones they employ, thereby saving 3.3 pounds. But this would mean having to change the crankcases more often to avoid reliability problems, says Yoda-san, in turn adding to costs in what is a strictly budgeted operation. Hence, too, the decision to tune the engine for midrange rather than high revs, so as to reduce component wear and hold costs down - a policy of direct relevance to the customer TZ250 racer.

"But next year I think we'll need more revs," says Yoda, "to try for more top-end speed to keep pace with the Hondas and Aprilias. They are very fast!"

Fast, yes, but not World Champions, eh, Ichiroh-san? After Yamaha terminated the YZR250 project - and there were some off-hand hints that they might be thinking of reviving it, if necessary, to keep on the pace - they stayed in touch with the 250cc GP class by delivering M-type TZ racers to Giacomo Agostini's

team in 1991, then to Jochen Schmid in '92. These bikes only shared about 10% common parts with the YZR, says Yoda (and none at all with the new TZ125, in case you wondered - not even the prototype that blitzed the Japanese 125cc title in 1993, though I bet the works cylinder would fit right on), but Harada's World Championship-winning bike was a direct development of Schmid's '92 bike, which I rode a year ago at Hockenheim. That prepared me for the culture shock of riding a bike that, by comparison with its works Honda and Aprilia rivals, is all mid-range, has a relatively narrow power band and sudden power delivery, with no real appetite for high revs.

Set up a little rich on a sunny afternoon, after a cold start to the press-day activities, it might have been a little down on revs, but even so, the 13,100 rpm, which was all that registered on the tach while negotiating Fukuroi's mile-long straight, were rather grudgingly delivered. Normal maximum over-rev is 13,500 rpm, says Yoda, but that's over 500 rpm less than the '93 Hondas or the rotary-valve Aprilias, making the choice of internal ratios for the side-loading gearbox crucial at every circuit. Even so, this wouldn't be such a big a deal if there was more power low down but, just like Schmid's bike a year ago, the Yamaha won't really carburete below 8000 rpm, at which point everything starts to happen very suddenly as it begins to struggle onto the pipe. Then from 9000 rpm upwards, the engine takes off and builds revs very fast, up to the maximum power mark of 12,500 rpm, at which point 89 hp is available at the gear sprocket, which is 3 hp or so more than last year. After that, the power delivery trails off, so the trick is to try to keep it motoring in that envelope of mid-range superpower, where the Yamaha does feel at least as strong as its rivals - but only there.

This relatively narrow power band, by modern standards, means you have to use the gearbox a lot. You end up coming to appreciate Yamaha's own speed-shifter that's fitted to the bike, enabling you to flat-change smoothly with the throttle wide open to save every precious rev you've managed to lay your hands on. That system is derived from the Tellert CTS design which Jochen Schmid introduced to GP racing last year on his TZM Yamaha, but this one has a smoother change, without the harshness of the CTS, with a variable cutout time for the ignition in every gear. Still, it doesn't like being used on either part-throttle or unless the engine's pulling at least 12,000 rpm, and isn't so clean in the lower gears. But then you have no business short-shifting the Yamaha in the first place - wide open, and with max revs in every gear is the only way to combat the lack of top-end power.

At the other end of the scale, the Yamaha is surprisingly slow to come on strong. It feels as if the guillotine power valve has a rather steep operating curve, though this may be altered by fitting a different EPROM chip to the control box. The power valve is linked to the operating curve of the digital ignition, itself EPROM-adjustable, but there's no link to the throttle position of the 39mm flatslide Mikuni carbs, as there is on the NSR250 Honda, for example. It may be the absence of this link which is a factor in the rather sudden low-rpm delivery. However, those very trick and very expensive magnesium-body carbs, with their angled floatbowls to offer a dead-straight hit at the reed-valve boxes and inlet tract, have electronic powerjets whose timing can also be altered by

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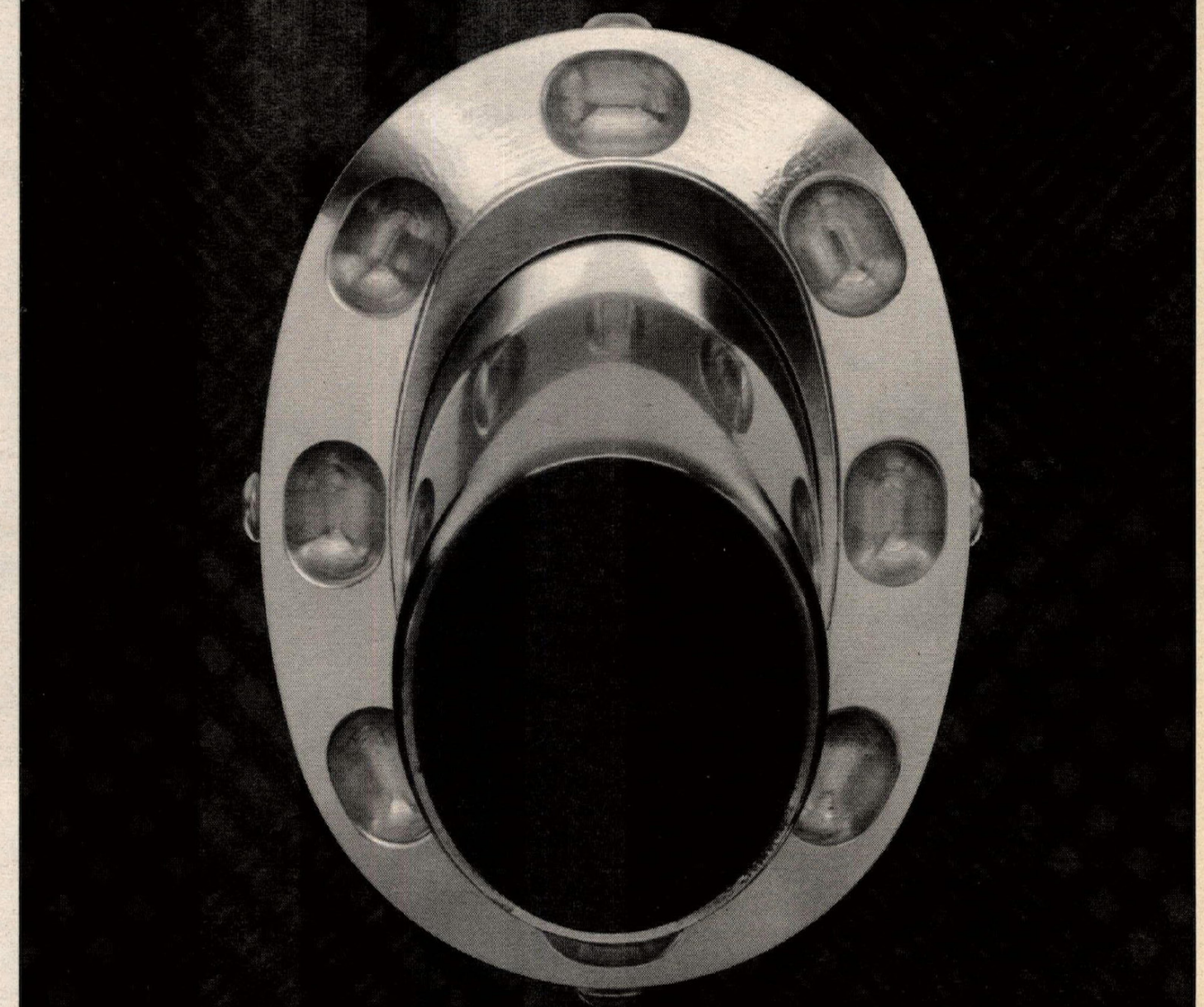

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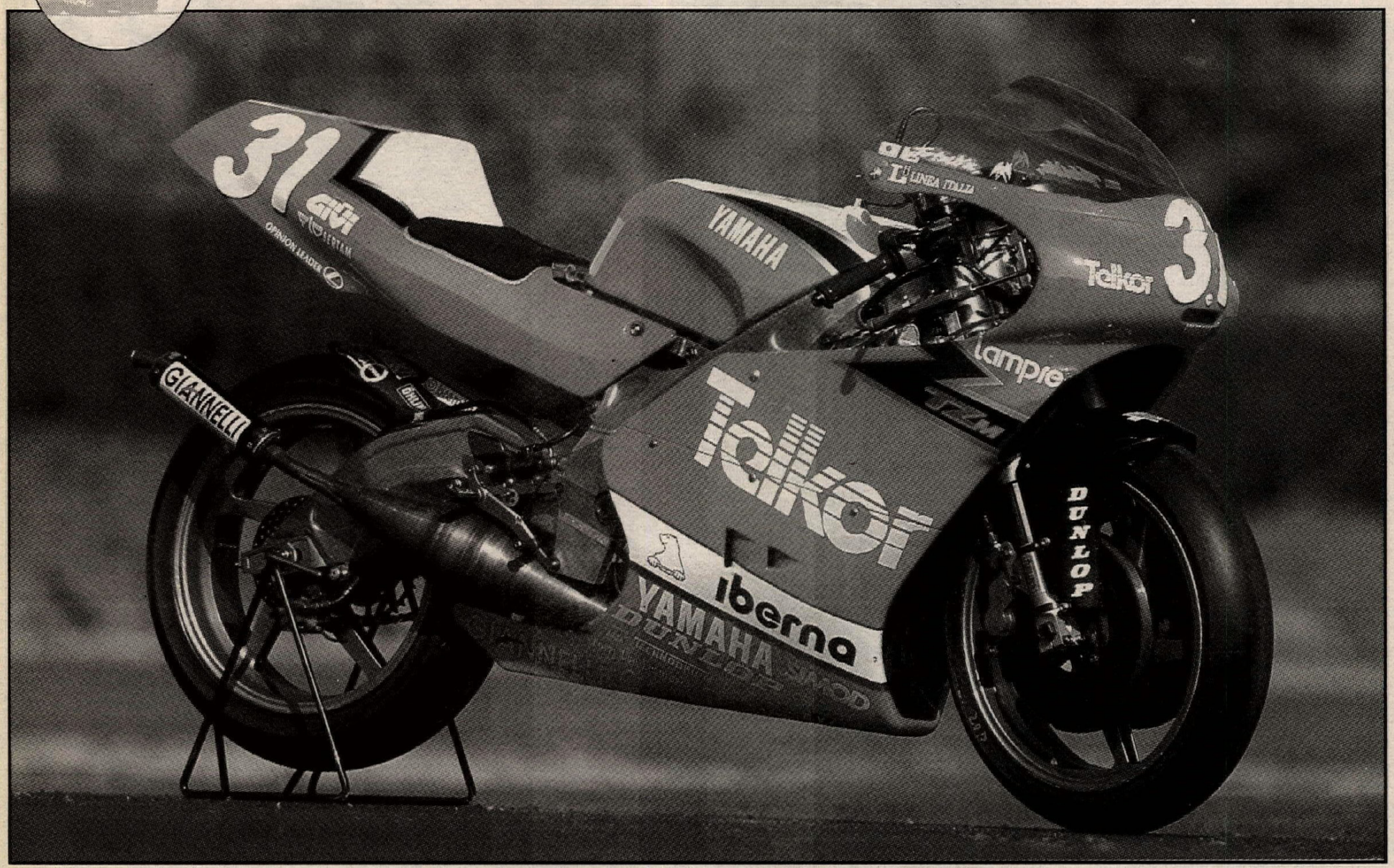
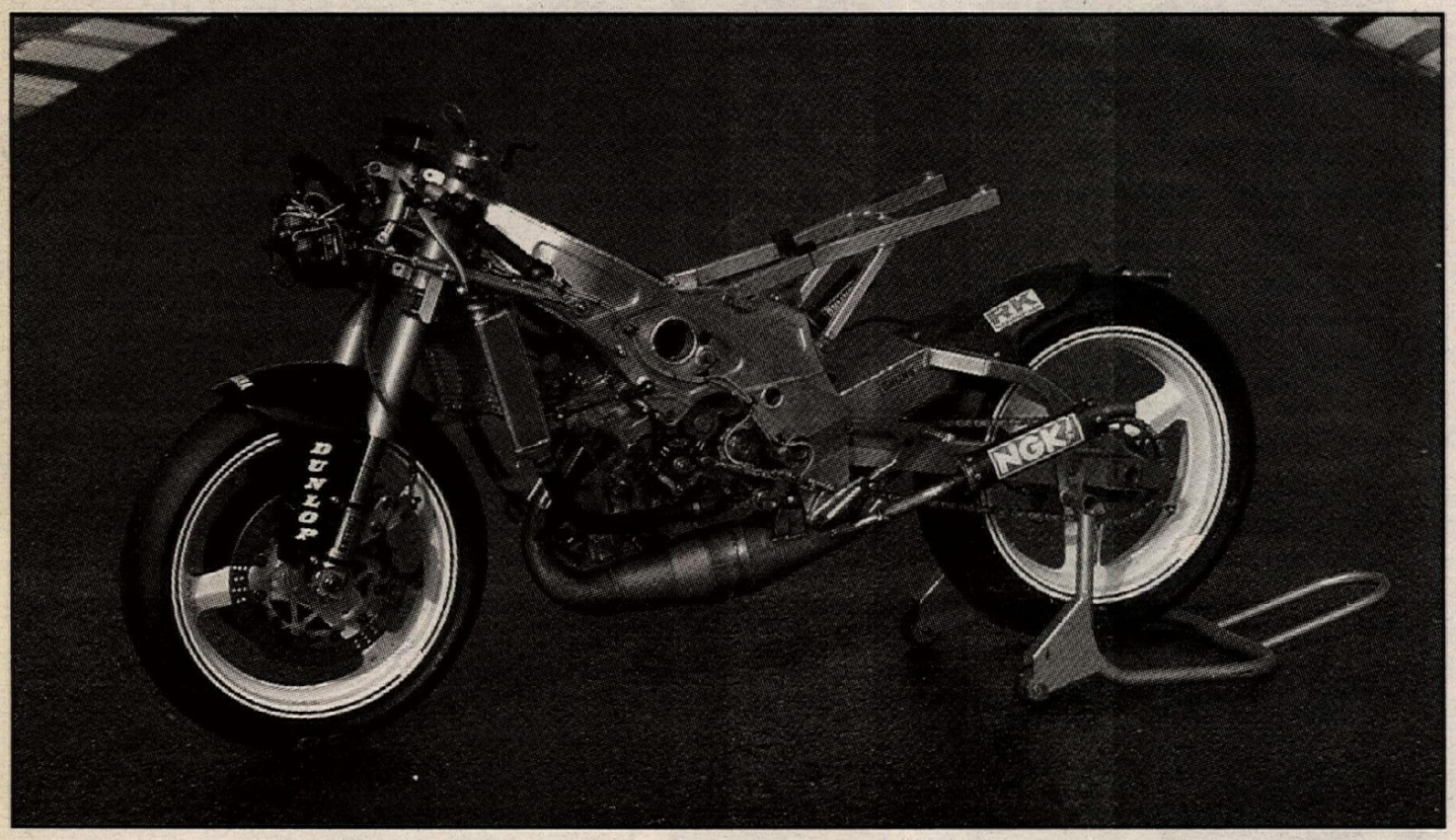
Tetsuya Harada's Yamaha TZM250





Tetsuya Harada's World Championship-winning TZM250 features Yamaha's 90-degree V-twin 250cc powerplant in a twin-spar aluminum frame. After riding the TZM250, tester Alan Cathcart was more prone to praise Harada than Yamaha for winning the title.

EPROM chips. Unlike on the YZR, where both carbs face forward for improved ram air induction, only the front/lower cylinder's carb does so on the TZM, with the rear carb facing backwards. However, the carefully developed system of fairing ducts and carbon-fiber trunking feeding cool air to the pair of sealed, pressurized airboxes - one for each carb, of course - which appeared at Hockenheim for the first time, was a key factor in keeping engine development on the boil, says Yoda-san, as well as delivering a top speed of 167.4 mph when properly jetted; nearly five mph more than in '92.

"The bikes we took to Jerez for the IRTA tests in February had the same specifications as the year before," he said, "but we had a constant supply of new parts all through the season, which allowed us to improve engine performance a lot. But the airbox system was the biggest help in keeping pace with our rivals, and allowing Harada-san to ride the bike to its maximum potential."

So, if you strip away the implied criticism about the Yamaha's engine performance compared to its rivals, and focus on its strong points, this leaves you with a bike that has outstanding mid-range performance, with excellent torque between 9000-12,500 rpm.

Right - so how to take advantage of this, bearing in mind that more and more circuits nowadays are slower rather than faster, making it a smart choice to tune the bike like this if you can't have it both ways? The TZM was a *lot* more of a top-end bike in 1991 than it is now, or was last year when Schmid started getting on the pace with it.

The solution is to tailor the chassis to suit the rider's every wish, allowing him to maximize cornering speeds and get the jump on the more powerful opposition that way. Ah, but what happens if you have riders with greatly contrasting styles and setups? Well, let's just say that Harada has lived with the TZM for some time, and that the development of the bike has inevitably been centered around his tastes and needs. For Chili, adapting to the Yamaha after riding the Aprilia must have been quite difficult. It's a bike on which he must have found it very hard to alter his tastes for a "scaled-down 500" in terms of chassis geometry and riding position - making his decision to become a team player and help Harada all he could in pursuit of the world title all the more pragmatic, as well as praiseworthy.

The way Tetsuya has the TZM set up is quite unusual by modern GP standards, reflecting his spirit of individuality that was, perhaps, a key factor in enabling him to clinch the world title with this machine. He did it his way.

"My set-up is based on the idea that if the turn-in is improved, rear traction out of turns will also be improved because the time needed to keep the machine leaned over becomes shorter," Harada explains. "So I have the bike set up in order to be able to take any line on the race track, and after that to get the necessary traction - I always want to be able to choose any riding line I want, especially in a battle with other riders in a race. Being able to vary my lines is the most important thing."

If this sounds like a recipe for a nervous, twitchy, fast-steering motorcycle, think again, for the Harada Yamaha is almost old-fashioned in its steering geometry. The rear ride height is relatively low, contributing to a kicked-out feel to the front end in spite of the 22.5-degree head angle, with seemingly more trail than the 79/85mm variable he works with. Yet watching Harada in a GP fight, taking completely different lines from the bevy of Hondas around him, confirms that this is a free-thinker's bike, set up to fulfill his every wish. Watch him ride up the outside of his rivals into a turn, go much deeper past the apex under braking, then square the corner off as he turns the bike very suddenly, and uses the explosive mid-range power to shoot out of the corner with the power on sooner and harder than them on an inside line. Then you'll understand why the bike is set up this way.

This means that, unlike most other modern 250cc-class GP racers, the Yamaha doesn't have a heavy front-end weight bias, nor a kicked-up rear ride height, nor a steep effective head angle. Instead, it has a near-50/50% weight distribution, aimed at maximizing traction out of turns with the power hard on; a relatively low build which not only helps deliver impressive stability around fast sweepers (like the extremely demanding downhill left-hander at Fukuroi, which is like Donington's Craner Curves or Jarama's Bugatti approach), but also makes it easy to flip from side to side in a chicane; and steering geometry which delivers a very assured and controlled turn-in, aided by the more triangular profile of the British Dunlops he prefers to use, which speed up the change of direction in spite of the wide 3.75-inch front wheel he uses.

Harada's style is, like many Japanese riders I've observed at all levels, quite different from that of Europeans in that he likes to get the bike upright as soon as possible exiting a turn, and accelerate using the fat part of the tire, rather than use a lot of angle and ask more of the edge of the tire. The Yamaha is perfectly attuned to being ridden this way, and once you start to do so, the handling that at first feels rather strange, begins to make sense and come together as a package.

One downside of using this 50/50 weight distribution is that although it helps load up the back wheel and improves traction under acceleration, this is inevitably accompanied by a loss of weight on the front wheel which makes this bike a wheelie-hound out of slow turns like the pair of Fukuroi hairpins. The way to counter this is to move your body weight around an the bike, and it's noticeable that although Tetsuya is several inches (like maybe a dozen!) shorter than me, I could tuck down behind the carefully-shaped screen without too much of a squeeze. This is because he's left himself a lot of space to shift his weight forward and backwards on the bike by doing without a backpad on the seat, but without a correspondingly wide fuel tank to give more room. Instead, the tank is kept as narrow as possible to help reduce the overall width of the bike in order to maximize straight line speed.Fuel capacity is obtained, instead, by filling in the gaps between the cylinders with fuel tank, and using a fuel pump which you can hear whirring away as you push start the bike to fire up the engine. This also has the effect of maintaining a near constant weight distribution as the fuel load is used up. Clever.

Yamaha admits to working on fuel

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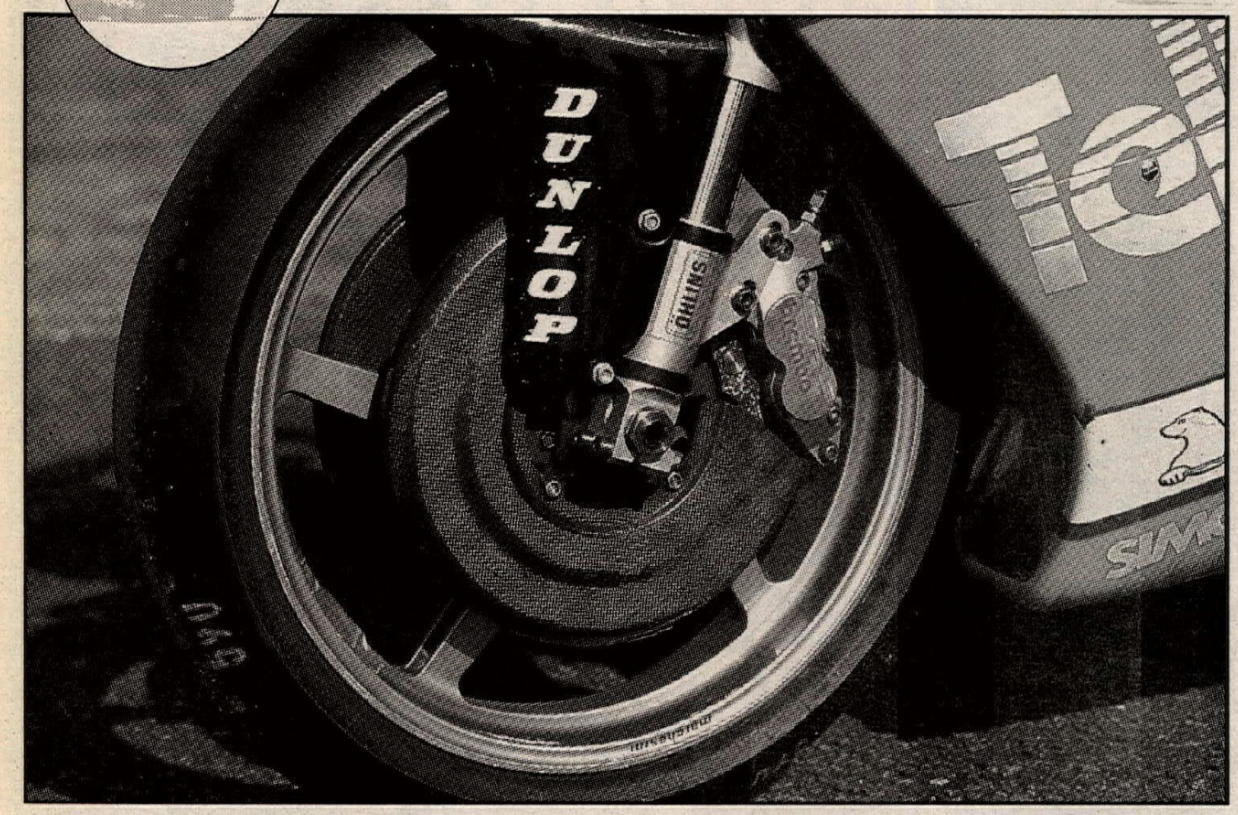
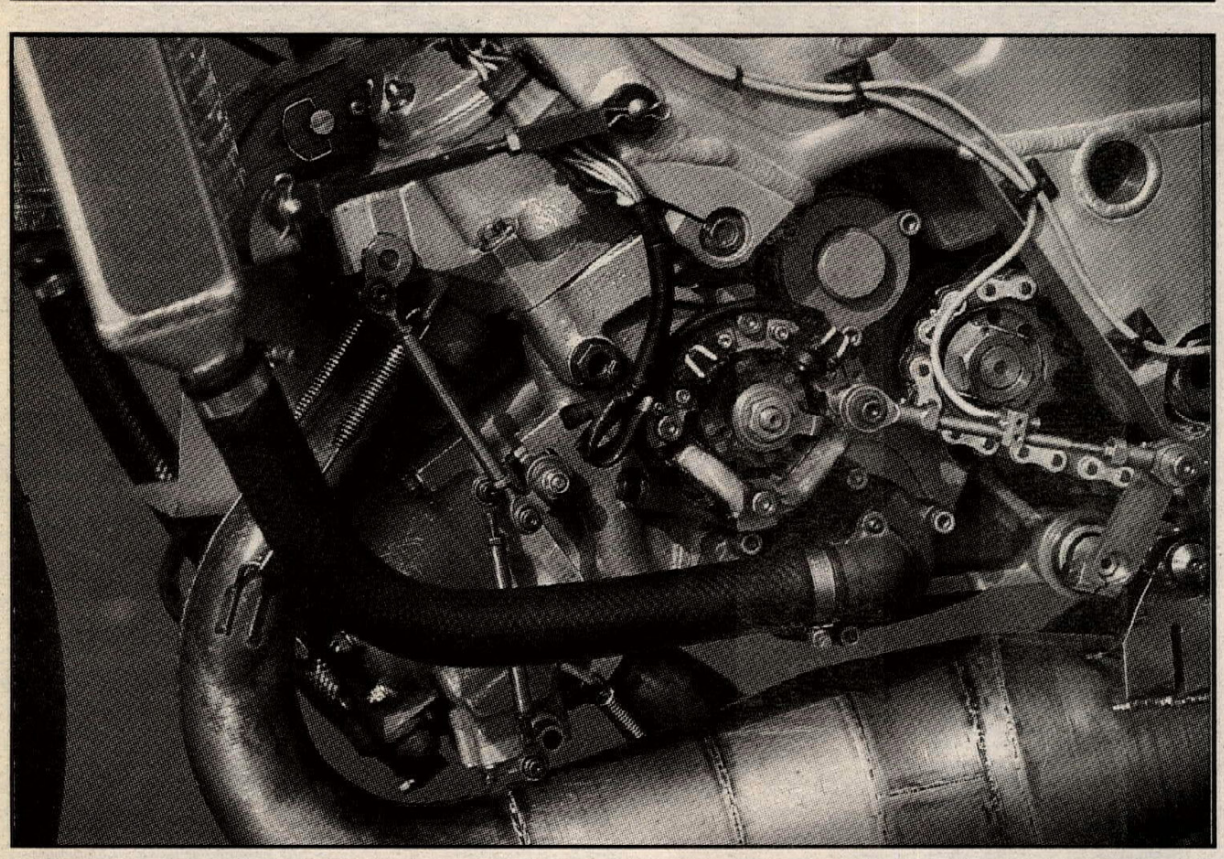
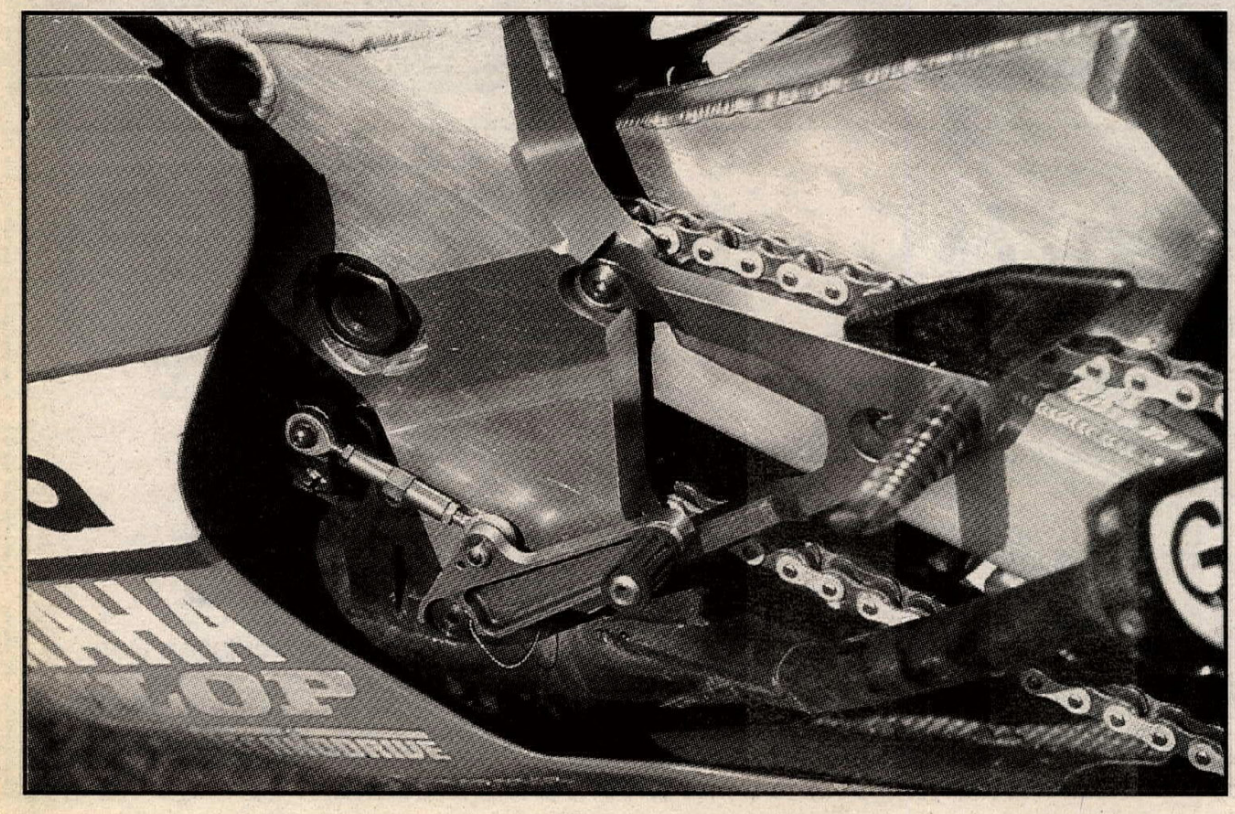
Tetsuya Harada's Yamaha TZM250







(Top left) Harada uses Brembo carbon discs with four-piston Brembo calipers to stop the TZM250. (Middle left) The 90-degree V-twin uses aluminum rather than magnesium crankcases. (Bottom left) Yamaha's speed-shifter is derived from the Tellert CTS design used by Jochen Schmid on the 1993 TZM, but features a smoother gear change than the German system.

injection for many years - the YZR250 first raced with it in Japanese championship events back in 1989 - but Yoda says it's more likely this will appear first on the 500cc GP bike next season. But when the little bike does get it, the throttle response surely can't be much better than it is at present. Twist the wrist out of turns, and those powerjets on the flat-slide Mikunis deliver vivid pickup, in spite of the big 39mm choke sizes. This, in turn, exposes the Ohlins-shocked rear suspension to a stiff exam, but for my second session, after they'd cranked up a bit more preload - okay, a lot more preload! - for my extra weight, it stopped bottoming out and gave a really controlled, progressive response that builds lots of confidence.

The front Ohlins upside-down fork then needed the same treatment, pattering the front wheel around that long downhill sweeper as my extra body weight unduly compressed the forks under weight transfer. But, under the fantastic braking power of those twin Brembo carbon discs (shrouded to keep the operating temperature up so that even at the end of that long straight they still gave instant stopping power), allied with lots of sensitivity as I groped my way around some unfamiliar turns, the forks coped well. More to the point, the Yamaha was superbly stable under heavy braking thanks, presumably, to the 50/50 weight distribution. I tried to make it float the back wheel in the air, but it wouldn't. Obviously too much rider weight over the rear end...

Riding Harada's World Championship winner was one of the most instructive experiences I've had on a test track for some time. It proved that outright engine power isn't everything, provided you make the most of what you have; that the ability to spurn convention and do it your own way, is the secret to individual success; that crafting the bike to suit the needs of a rider's perhaps unusual tastes and style is crucial; and that Tetsuya Harada is one hell of a rider - and a worthy World Champion. CN

Yamaha TZ250M

Specifications

Engine	watercooled, single-crankshaft, 90-degree V-twin, crankcase reed-valve two-stroke with electronic powervalve
Dimensions	56 x 50.7mm
Capacity	249cc
Output	89 hp at 12,5000 rpm (at gearbox)
Carburetion	2 x 39mm Mikuni flatslide
Ignition	programmable digital electronic CDI
Gearbox	6-speed extractable
Clutch	multiplate dry (5 sintered metal/6 friction)
Chassis	aluminum twin-spar
Suspension	
Front	43mm Ohlins inverted telescopic forks
Rear	fabricated aluminum swingarm with single Ohlins shock and rising rate linkage
Head angle	22.5 degrees
Trail	82 mm
Wheelbase	53.2 inches
Weight	213.4 pounds with no water or fuel
Weight distribution	50/50%
Brakes	
Front	2 x 273 mm Brembo carbon discs with four-piston Brembo calipers
Rear	1 x 200 mm Nissin steel disc with two-piston Nissin caliper
Wheels/tires	
Front	3.10/4.80-17 Dunlop KR106 radial on 3.75 in. Marchesini wheel
Rear	3.25/5.90-17 Dunlop KR244 radial on 5.25 in. Marchesini wheel
Top speed	167.4 mph (Fukuroi)
Year of construction	1993
Owner	Yamaha Motor Co.Ltd., leased to Team Valesi Racing, Pavia, Italy

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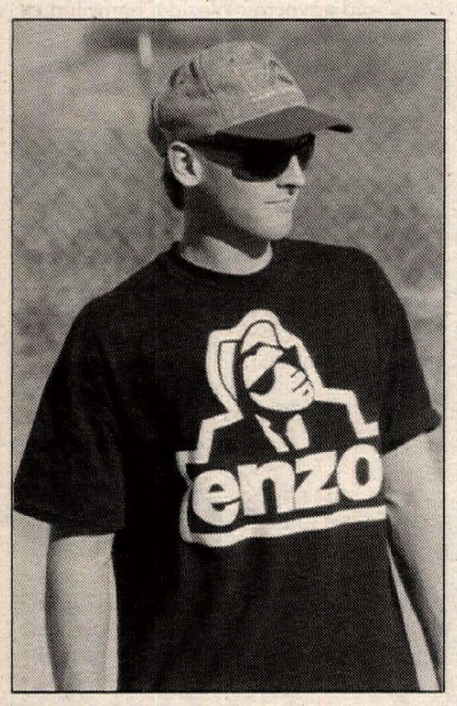

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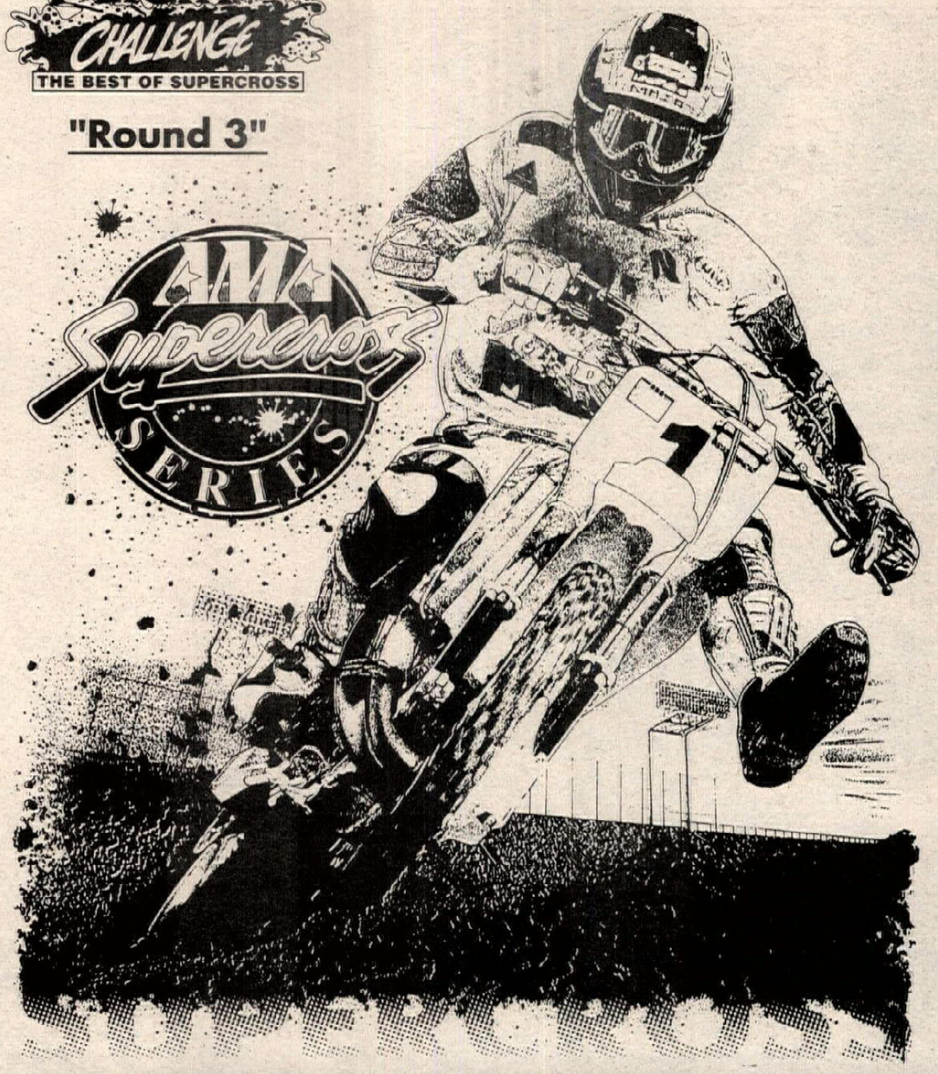

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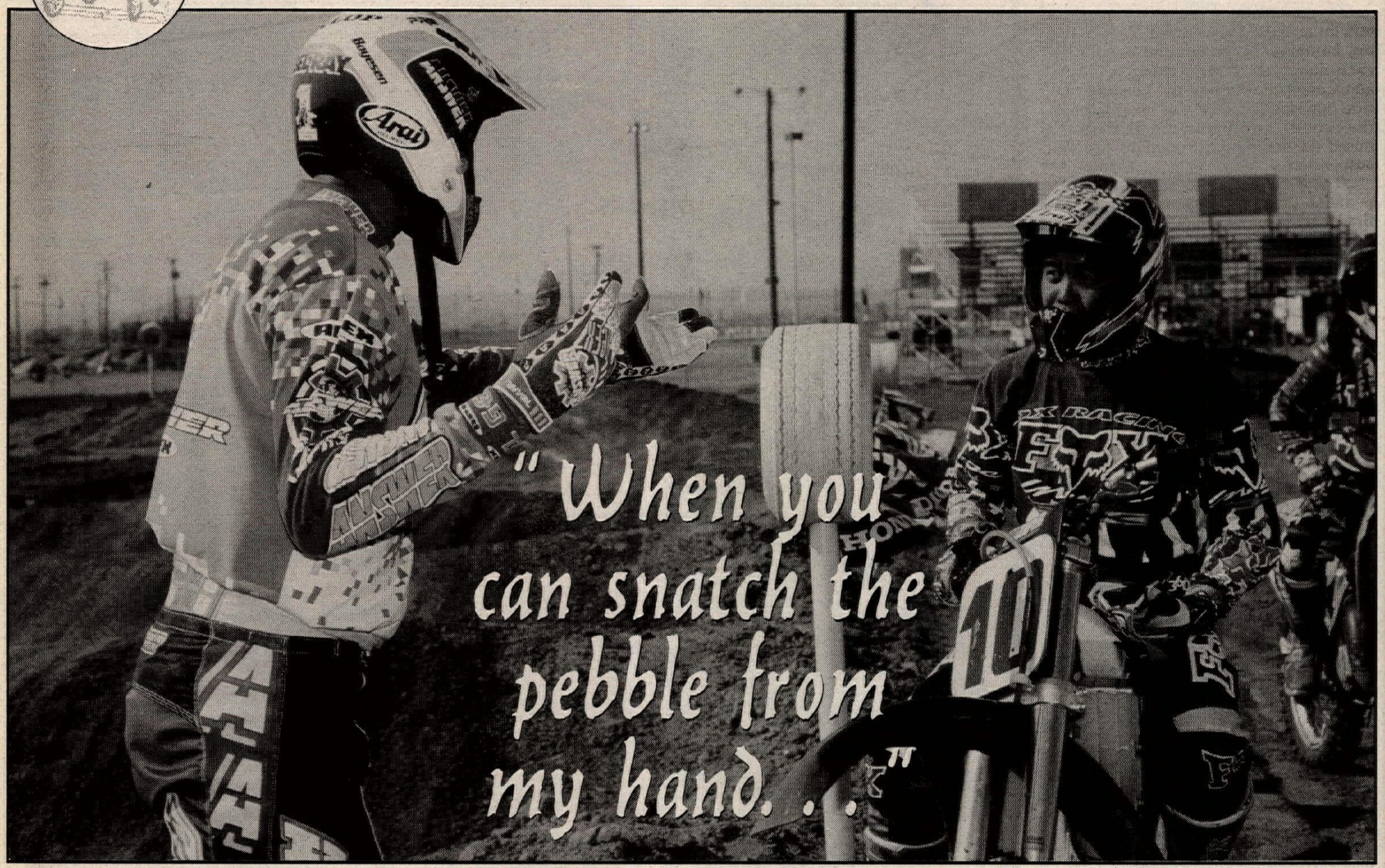


By Donn Maeda
Photos by Kinney Jones

I thought I knew it all.

Well, not really - but I did think that I was as fast as I'd ever get. After all, at 25, I'm not exactly a spring chicken when it comes to racing motocross. And how does that saying go?...You can't teach an old dog new tricks. As far as my motocross skills were concerned, my learning curve had more than leveled off - it had fallen off the graph. All in all, I had pretty much given up on the idea of ever getting any faster, and had come to terms with my mediocrity - that is, until I met "Professor" Gary Bailey.

I raised an eyebrow when I heard the news that Bailey's traveling MX school would visit a nearby track, and having recently reviewed his latest video, The Winning Edge, I was interested in at least meeting the man behind the camera. And who knew, maybe I'd even learn a thing or two.

My heart sank, however, when I learned of the school's location - Starwest Supercross Park in Moreno Valley, California. Not that I didn't like Starwest, mind you, it's just that the numerous double jumps, tabletops and whoops didn't particularly agree with my better sense of judgement. Flashbacks of an extremely painful knee surgery came to mind each and every time I approached one of the aforementioned obstacles. If Bailey could help me overcome my fear of flight, it would be a miracle indeed.

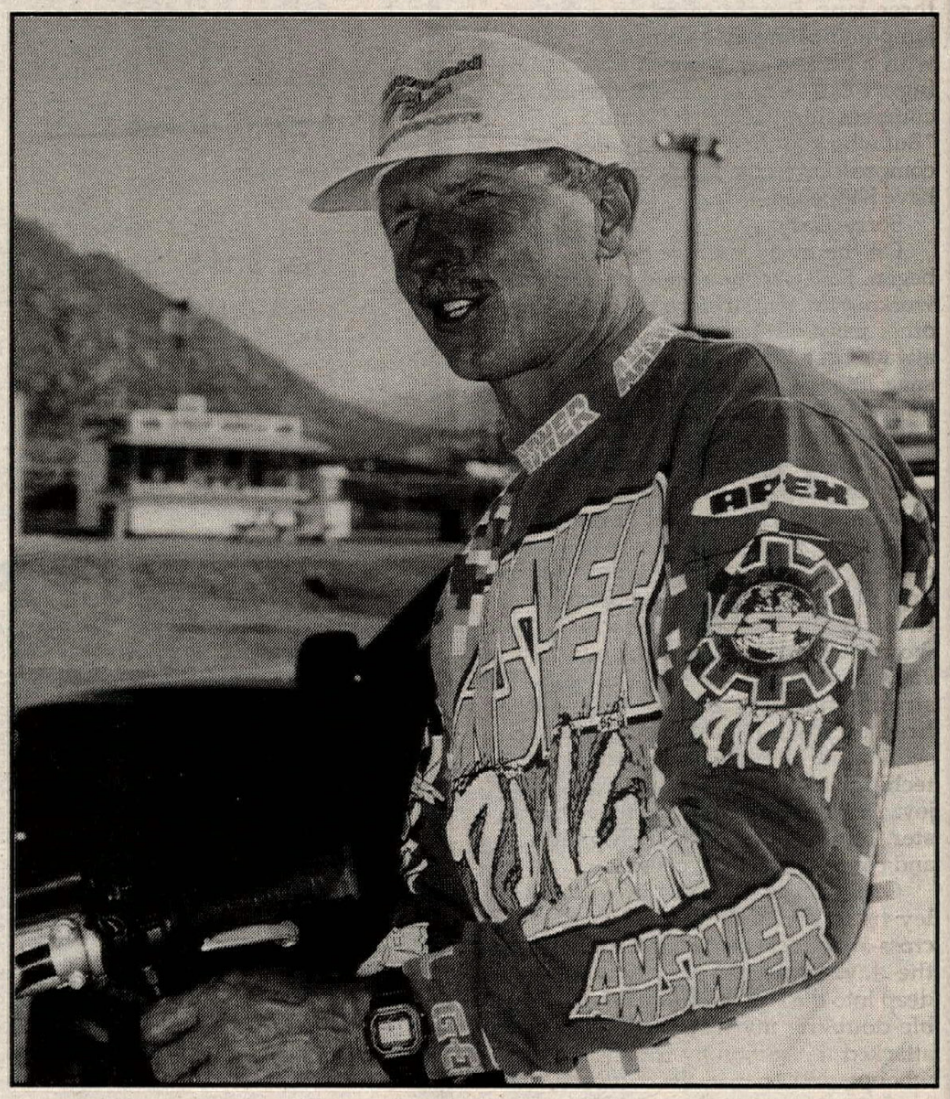
Instruction during the two-day school started at 9:00 a.m. sharp and ran well into the late afternoon. As a matter of fact, we found ourselves undressing and loading up in complete darkness on both days.

Meeting Bailey for the first time was an odd experience. When I first traded in my ATV for a motorcycle, my older brother gave me a Gary Bailey Riding Techniques book for Christmas. That, coupled with the many times I had heard and seen him in his videos, gave me the feeling that I already knew him well. To my surprise, the 6'2" giant-of-a-man was quite friendly. The National motocross star of the 60's makes you feel at ease immediately - there's no hint of any "better than thou" attitude from the Professor. I was disappointed, however, that he didn't wear the white tuxedo that he does in his ad.

Day one began with a short lecture in which Bailey outlined his course objectives. "My goal is to help each of you gain confidence in your riding ability," said Bailey, who then went on to point out several common mistakes that most riders make. I won't go into those details, however. You'll have to attend one of Bailey's schools, yourself, to gain his knowledge.

If there's anything that Professor Bailey must be declared the king of - it has to be making his students understand his point. Bailey is extremely animated, and goes to great lengths to make his students understand not only which techniques are better, but *why* they are better. On several occasions, we found ourselves rising from our seats, jumping up and down, and going through several other motions that probably would have looked silly to a passer-by. Bailey exudes enthusiasm, and though our hearts yearned to be out on the track instead, it was easy to remain entertained while watching his eyes grow wide and his arms flail the air.

After the "classroom" session, each student reported to Bailey's truck for a complete motorcycle evaluation. According to Bailey, proper motorcycle set-up is one of the most important fac-



(Top) Master and student. During his two-day school, Gary Bailey made sure to spend time with each and every one of his students, including Associate Editor Maeda. (Above) One of the sport's first true instructors, Bailey has pointed many of today's top MX and supercross riders in the right direction.

tors in increasing your speed. Bailey sat on, bounced on, poked and prodded each machine, often making several adjustments in the process. I elected to ride our Honda CR250 test bike during the school, and Bailey immediately raised the brake pedal and adjusted the suspension.

"There's no reason to run your brake pedal so low," he explained. "Look at Bradshaw's; his is well above the footpeg. This way, you'll use it only when you need it, and you'll gain a better feel for the brake action as well." The Professor was right. For as long as I can remember, I had been an avid brake-dragger, and had come to rely too much on the rear binder.

I must admit, however, that I was skeptical about the adjustments that Bailey made to my front and rear suspension. For those who don't know, I have the luxury of having a factory Kayaba engineer in the family, and when it comes to suspension set up - brother Ross is the king in my book. Bailey softened up my front and rear suspension 10 clicks from where I had it set. In good faith, I rode the first day of class with those settings, but secretly I re-adjusted them to their previous settings the next morning. Throughout day one, I bottomed out repeatedly, and on several occasions found myself on the ragged edge because of the bike's unfamiliar handling characteristics.

I wasn't the only rider who felt this way. After missing the first day of instruction, Dirt Rider Moto! editor Ken Faught showed up for day two eager and ready to learn. Before he took to the track for the short open practice session, Faught allowed Bailey to go over his machine and, like mine, Faught's Honda was softened up considerably. Within three laps, Faught cased on a double jump and promptly returned to the pits with a broken leg without even crashing. "I can't say for sure if the lack of compression caused it," said Faught. "But who knows? If I'd had a little more compression in the shock this might not have happened."

Sorry, Gary.

On the track is where the fun really began. Bailey spent a good deal of time working on starts before progressing to other parts of the track. I, myself, have always been able to get good starts and snag my share of holeshots, but Bailey had a few tricks up his sleeve that improved my technique considerably. I never knew that there was that much going on when the gate dropped.

From there, we worked through the first turn and on to the rest of the course. In each section, Bailey would explain the proper body positioning, throttle and brake application, and would watch each student negotiate each section before explaining their strong and weak points. Bailey also fired up his Kawasaki KX250 in each section and demonstrated the proper technique. Watching Bailey was pure joy. At 50, Bailey isn't exactly a youngster, but he rides with such precision and control that you'd never know it.

One particular section in which Bailey truly amazed me was the supercross-style rockers. At the beginning of the day, I was jumping two-whoops deep into the section before double-double-doubling my way through. Bailey attacked the section by tripling into the whoops, and later in the day even proceeded to jump four deep. After explaining his technique and urging us on, nearly all of the class was duplicating his three-deep method, myself included. Bailey pushes you to test your limits, but not in an overbearing manner.

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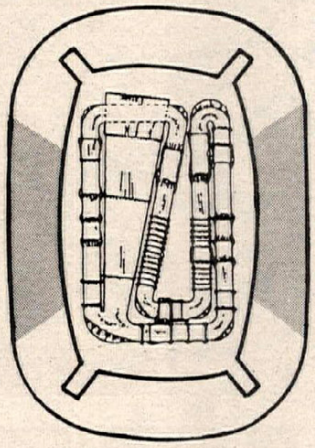

TRACK DESIGN IS SUBJECT TO MINOR CHANGES.

*All ticket orders **must** be postmarked by **February 7, 1994.** This offer cannot be combined with any other discounts or coupons.*

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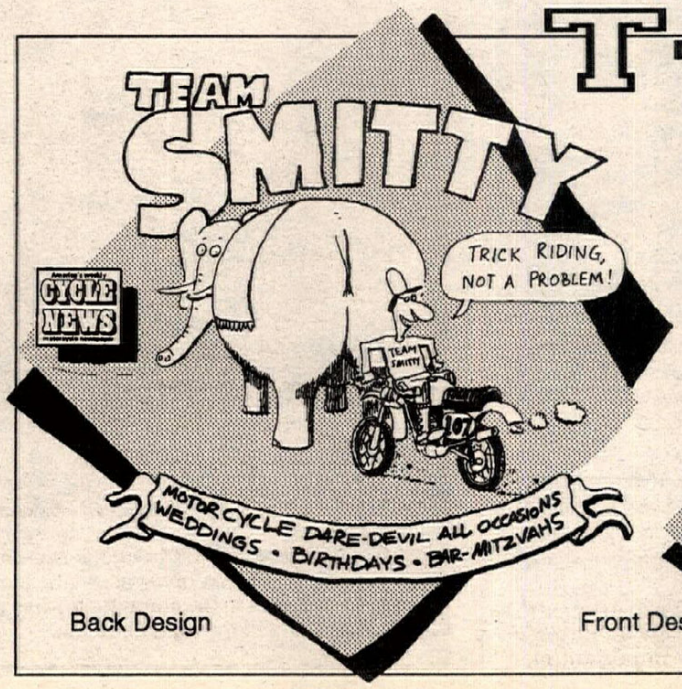

Back Design

Front Design

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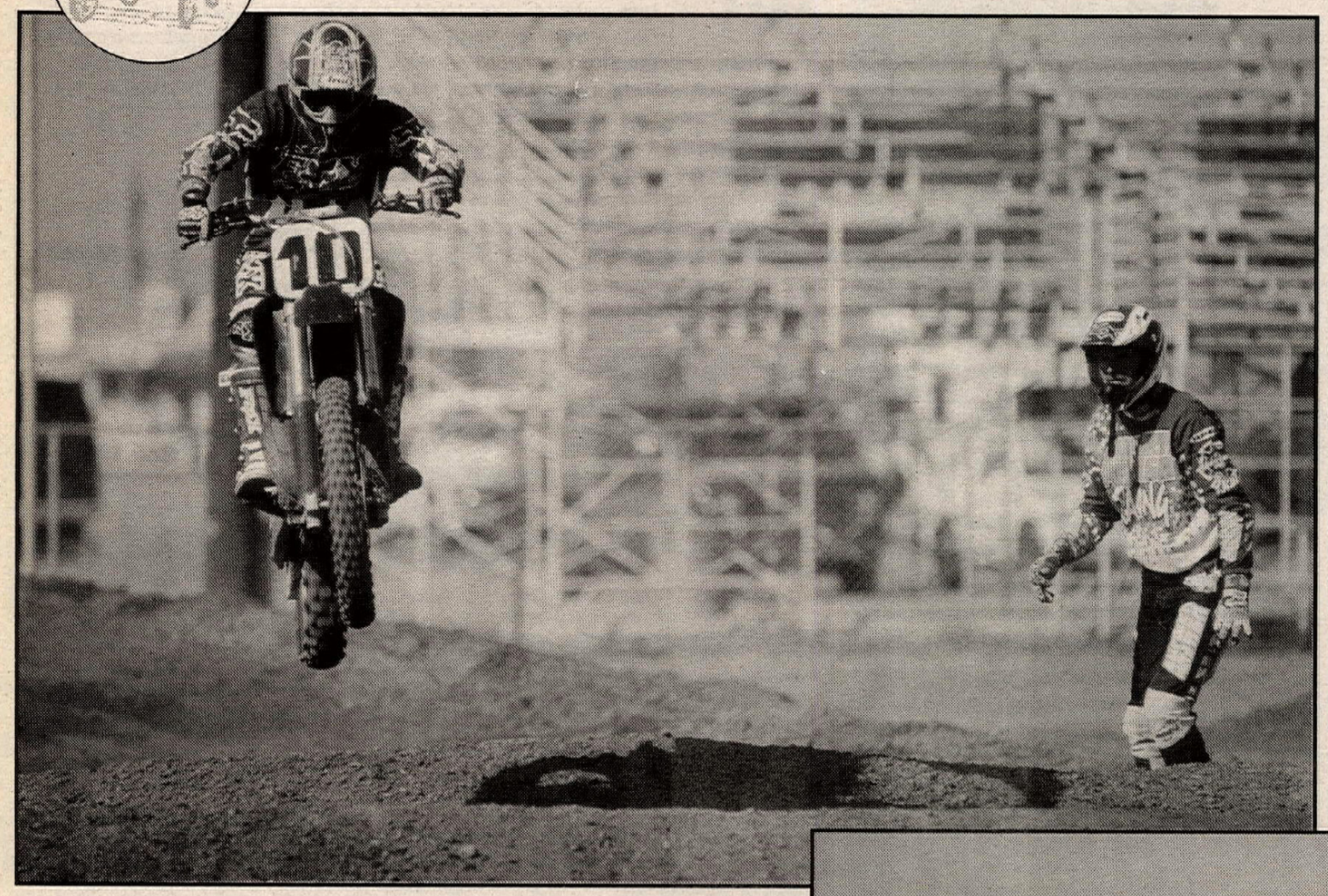


Discouraged, I found comfort in Bailey's words and decided to practice a few times before I attempted to race again. Two weeks and four practice days later, I tried again. This time, the results were much more favorable.

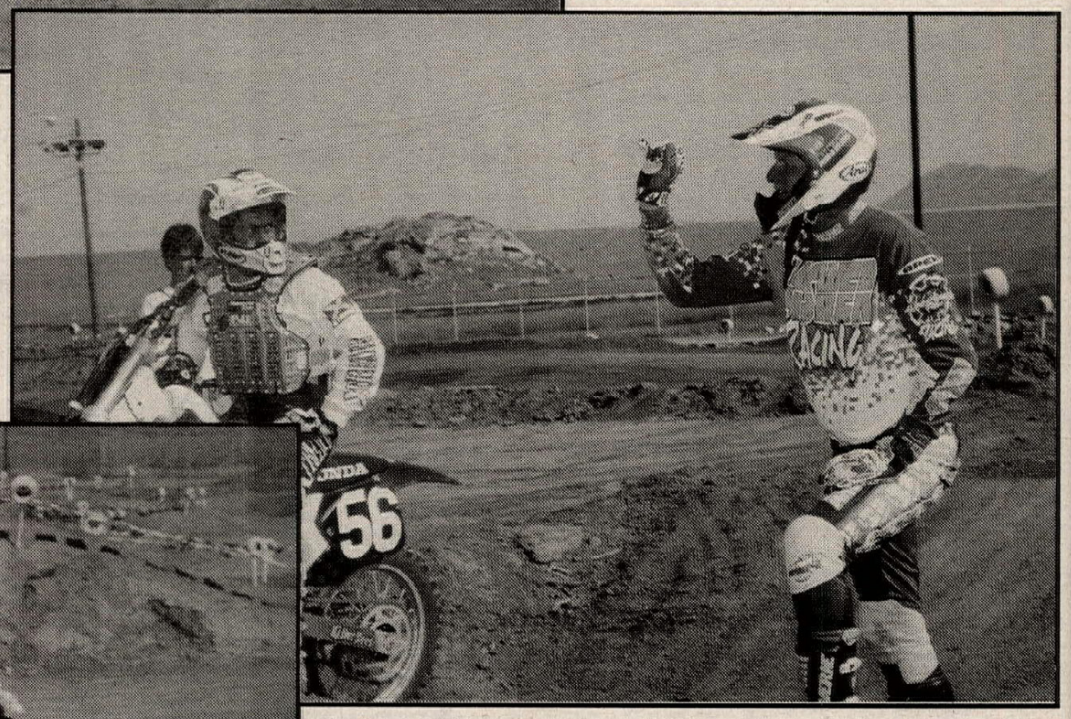
In storybook fashion, I snared two huge holeshots and won both motos with considerable ease. After considerable practice, all that Bailey taught me had become second nature and I found myself going not only faster than before, but with less effort as well.

By simply flipping through the pages of different motorcycle publications, one can find several different MX schools, but only Bailey can claim to be the first. They say that imitation is the sincerest form of flattery, and in this case it is flattery well deserved.

For information on classes in your area contact Gary Bailey Video and MX Schools, P.O. Box 130, Axton, VA 24054, 703/650-1759.

Bailey offers two, three and four-day classes, as well as private instruction. Two-day classes cost $175, while the three and four-day sessions cost $300 and $400, respectively. Private instruction starts at $50 per hour.

Sounds a bit steep, you say? Trust me, it's worth it. CN



(Above) "Okay, you've jumped three whoops, now try four," said Bailey. The Professor has a way of pushing you to new limits, and all the while keeps a trained eye on your progress. (Right and below right) Body English is an important part of Bailey's classes. (Below) After explaining the proper technique for each section of the track, Bailey fires up his Kawasaki and demonstrates.

Though I was scared, I wanted to jump further and further into the whoops - simply to prove to Bailey that I could do it. I didn't want to let my teacher down.

By the end of day two, my hindquarters were quite sore from such a considerable amount of time in the saddle, yet I was anxious to get home, prepare my motorcycle, and hit the racetrack the following weekend.

"Most of my students don't realize that they have learned much until a few weeks after they take the class," said Bailey. "They need time to practice all of the new techniques for a while before they become second nature."

Once again, the Professor was right. The next weekend I arrived at the racetrack full of confidence. Surely my newfound skills would propel me to a landslide victory, right? Wrong. I rode as stiff as a board and eventually finished near the back of the pack. I was so busy trying to remember all of Bailey's teachings that my arms pumped up and my contacts dried up and fell out.

CYCLE NEWS®

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1994 Championship Events Calendar

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World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington, England, Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Rio de Janeiro, Argentina, Rnd 13
10/2 Buenos Aires, Brazil, Rnd 14
10/16 Catalunya, Spain, Rnd 15

World Championship Superbike Road Race Series
5/1 Donington Park, England, Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Argentina, Rnd 13

World Championship 125cc Motocross Series
4/10 Chaulieu, France, Rnd 1
4/24 Guaruja, Brazil, Rnd 2
5/1 Cosquin, Argentina, Rnd 3
5/15 Bellpuig, Spain, Rnd 4
6/5 Hagabanene, Sweden, Rnd 5
6/19 Kaposvar, Hungary, Rnd 6
7/3 Marijump, Australia, Rnd 7
7/17 Borgo Mag, San Marino, Rnd 8
7/31 Goldbach, Germany, Rnd 9
8/7 Foxhill, England, Rnd 10
8/28 Borgloon, Belgium, Rnd 11

World Championship 250cc Motocross Series
3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
5/1 Schwanenstadt, Austria, Rnd 3
5/8 Ernee, France, Rnd 4
5/15 Gdynia, Poland, Rnd 5
6/12 Lommel, Belgium, Rnd 6
6/19 Foxhill, England, Rnd 7
6/26 Holice, Czechoslovakia, Rnd 8
7/10 Uddevalla, Sweden, Rnd 9
7/17 Heinola, Finland, Rnd 10
7/31 Budds Creek, United States, Rnd 11
8/7 Maracay, Venezuela, Rnd 12
8/21 Suzuka City, Japan, Rnd 13
9/4 Gaildorf, Germany, Rnd 14

World Championship 500cc Motocross Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, England, Rnd 4
6/5 Sverepec, Finland, Rnd 5
6/19 Mill, Holland, Rnd 6
6/26 Blangies, France, Rnd 7
7/3 Agueda, Portugal, Rnd 8
7/17 Fokendange, Luxembourg, Rnd 9
8/7 Namur, Belgium, Rnd 10
8/21 Holzgerlingen, Germany, Rnd 11

World Championship Supercross Series
10/15 Atlanta, United States, Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

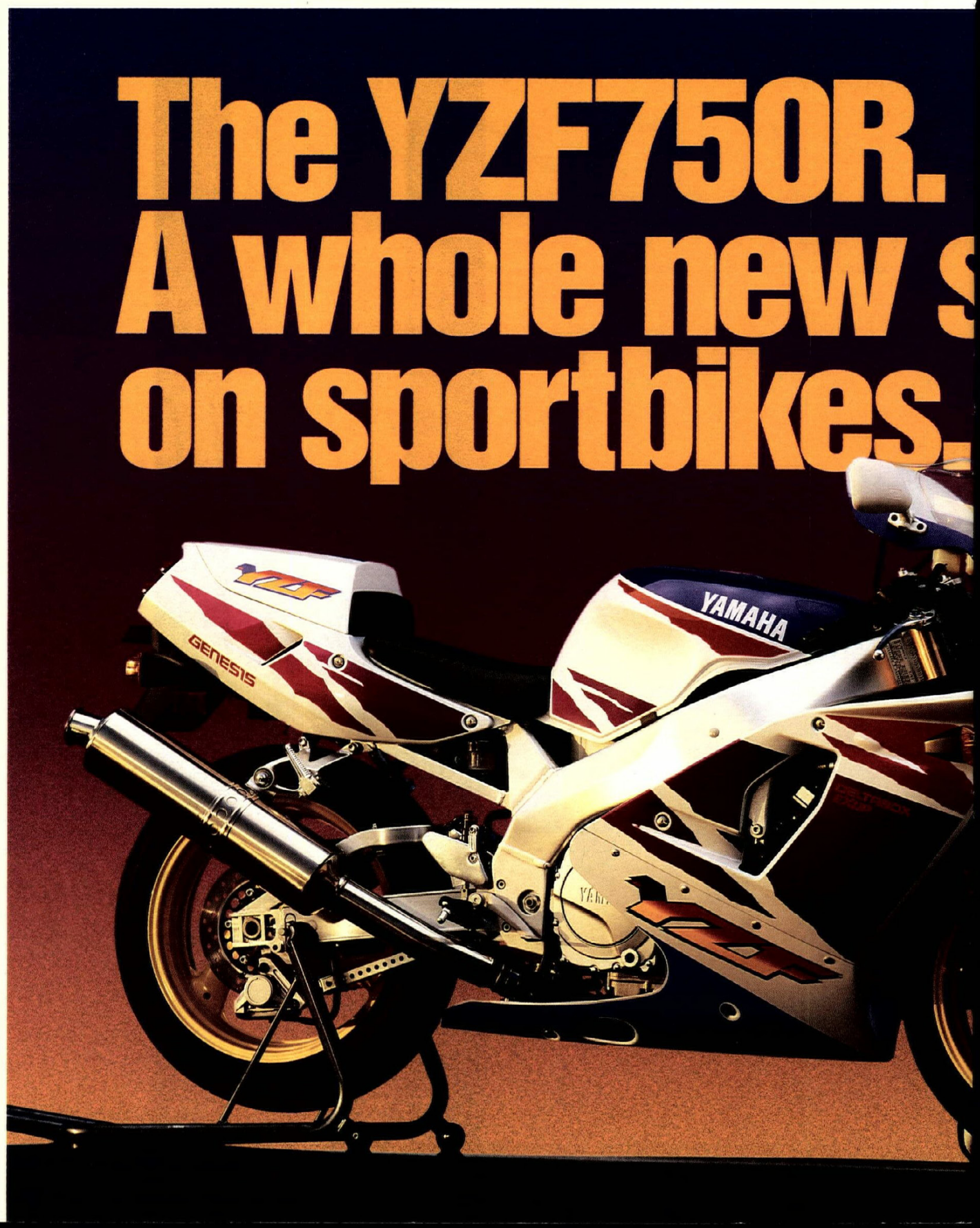
AMA Grand National Championship Series
3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
4/30 San Jose, CA, Rnd 3
5/7 *Bakersfield, CA, Rnd 4
5/14 Pomona, CA, Rnd 5
5/29 DuQuoin, IL, Rnd 6
6/4 Mineralwells, WV, Rnd 7
6/18 Dallas, TX, Rnd 8
6/25 Lima, OH, Rnd 9
7/2 *Mechanicsburg, PA, Rnd 10
7/9 Lake Odessa, MI, Rnd 11
7/16 Hagerstown, MD, Rnd 12
7/23 *Sedalia, MO, Rnd 13
7/30 Oklahoma City, OK, Rnd 14
8/7 Peoria, IL, Rnd 15
8/10 Rapid City, SD, Rnd 16
8/13 Denver, CO, Rnd 17
8/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
1/15 Orlando, FL, Rnd 1
1/22 Houston, TX, Rnd 2
1/29 Anaheim, CA, Rnd 3
2/5 San Diego, CA, Rnd 4
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship Motocross Series
3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA National Championship Enduro Series
2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425



pionship Events Calendar

AMA National Championship Reliability Enduro Series

3/19-20 Ozark National Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA National Championship Hare Scramble Series

1/30 Foursche Junction, AZ, Rnd 1
2/6 Hollister, CA, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

AMA National Championship Hare & Hound Series

1/23 Lucerne Valley, CA, Rnd 1
2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

AMA National Championsip Hillclimb Series

5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA National Arenacross Series

1/14-16 Guthrie, OK, Rnd 3
1/21-23 Topeka, KS, Rnd 4
2/4-6 Lincoln, NE, Rnd 5
2/11-13 Indianapolis, IN, Rnd 6
2/18-20 Cincinnati, OH, Rnd 7
2/25-27 Denver, CO, Rnd 8

WERA Pro Road Race Series

4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, Ontario, CAN, Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

MTEG Ultracross Series

1/22 Anaheim, CA
2/26 San Diego, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/ Denver, CO
Info 714/254-3001

* AMA/CCS Championship Cup Series

Florida Region
2/5-6 Bloomingdale, GA
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/23-24 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/9-10 Palm Beach Gardens, FL
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
2/5-6 Bloomingdale, GA
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
5/7-8 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
7/16-17 Summit Point, WV
7/30-31 Bloomingdale, GA
9/10-11 Summit Point, WV
9/17-18 Braselton, GA

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI

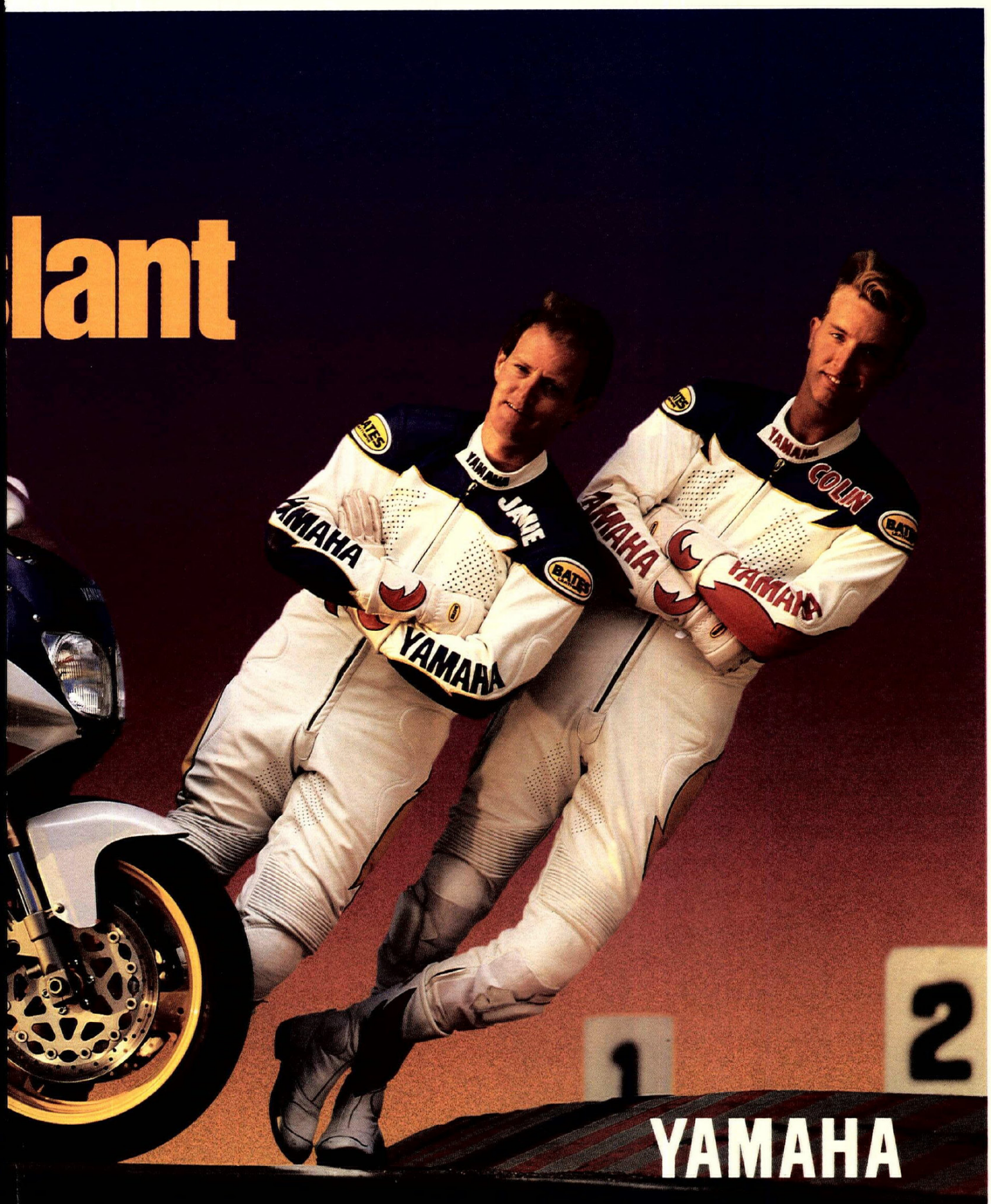
Great Lakes Region
4/23-24 Grattan, MI
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/2-3 Topeka, KS
7/16-17 Rockton, IL
8/6-7 Topeka, KS
9/10-11 Topeka, KS

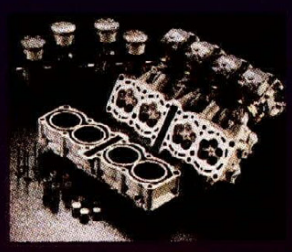
South West Region
1/29-30 Chandler, AZ
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

North East Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297



Some straight talk about the YZF750R.



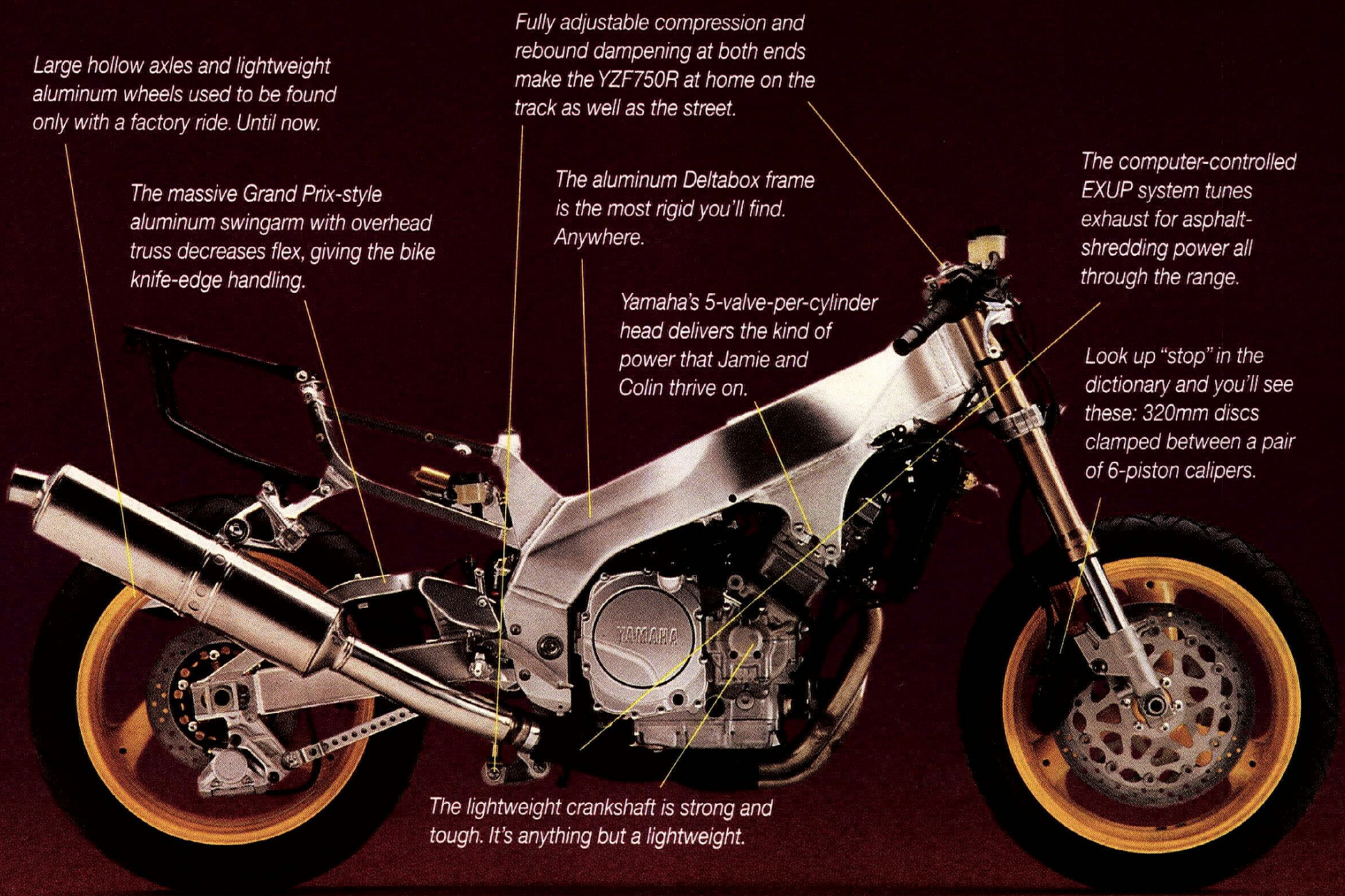
Racing purists know that the new YZF750R is a direct descendent of the legendary OW01, the superbike that won the Daytona 200 twice and has consistently racked up victories all over the globe. But what they might not know is that according to pros who've ridden both, the YZF750R is actually better than the OW01 ever was. Here's proof.

The 20-valve Genesis slant-block engine is now positioned differently within the Deltabox frame, making room for a larger, oxygen-gulping airbox and four humongous 38mm Mikunis. This reconfiguration also increases the intake velocity by using straighter and narrower intake tracts.

And when it comes to handling, we're talkin' knife-edge. Compared to the OW01, over an inch has been shaved off the wheelbase, making it smaller, shorter and more responsive. Fact is, Team Yamaha pilots Jamie James and Colin Edwards II say they're able to do things they never could on the OW01-spec superbikes.

Working in conjunction with all this is the most sophisticated suspension technology there is. Everything is race-inspired. The forks are lighter, shorter and more rigid than the OW01. Even the rear Monocross suspension originated in AMA National Superbike competition.

The '94 Yamaha YZF750R. It's the most exotic, high performance sportbike we've ever sold in the U.S. It's the real thing. Period.



Large hollow axles and lightweight aluminum wheels used to be found only with a factory ride. Until now.

The massive Grand Prix-style aluminum swingarm with overhead truss decreases flex, giving the bike knife-edge handling.

Fully adjustable compression and rebound dampening at both ends make the YZF750R at home on the track as well as the street.

The aluminum Deltabox frame is the most rigid you'll find. Anywhere.

Yamaha's 5-valve-per-cylinder head delivers the kind of power that Jamie and Colin thrive on.

The computer-controlled EXUP system tunes exhaust for asphalt-shredding power all through the range.

Look up "stop" in the dictionary and you'll see these: 320mm discs clamped between a pair of 6-piston calipers.

The lightweight crankshaft is strong and tough. It's anything but a lightweight.

For the Yamaha motorcycle and ATV dealer nearest you, call 1-800-88-YAMAHA.

Professional riders depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1994 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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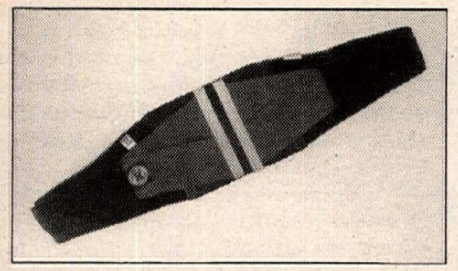

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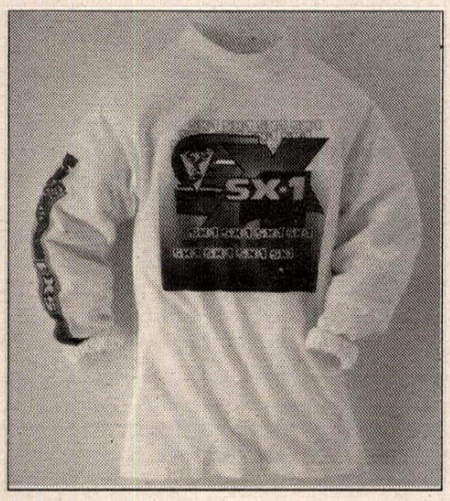

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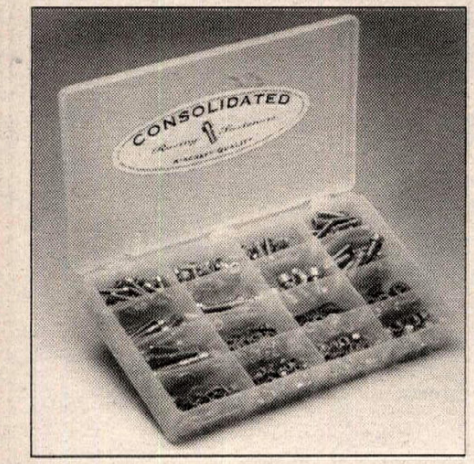

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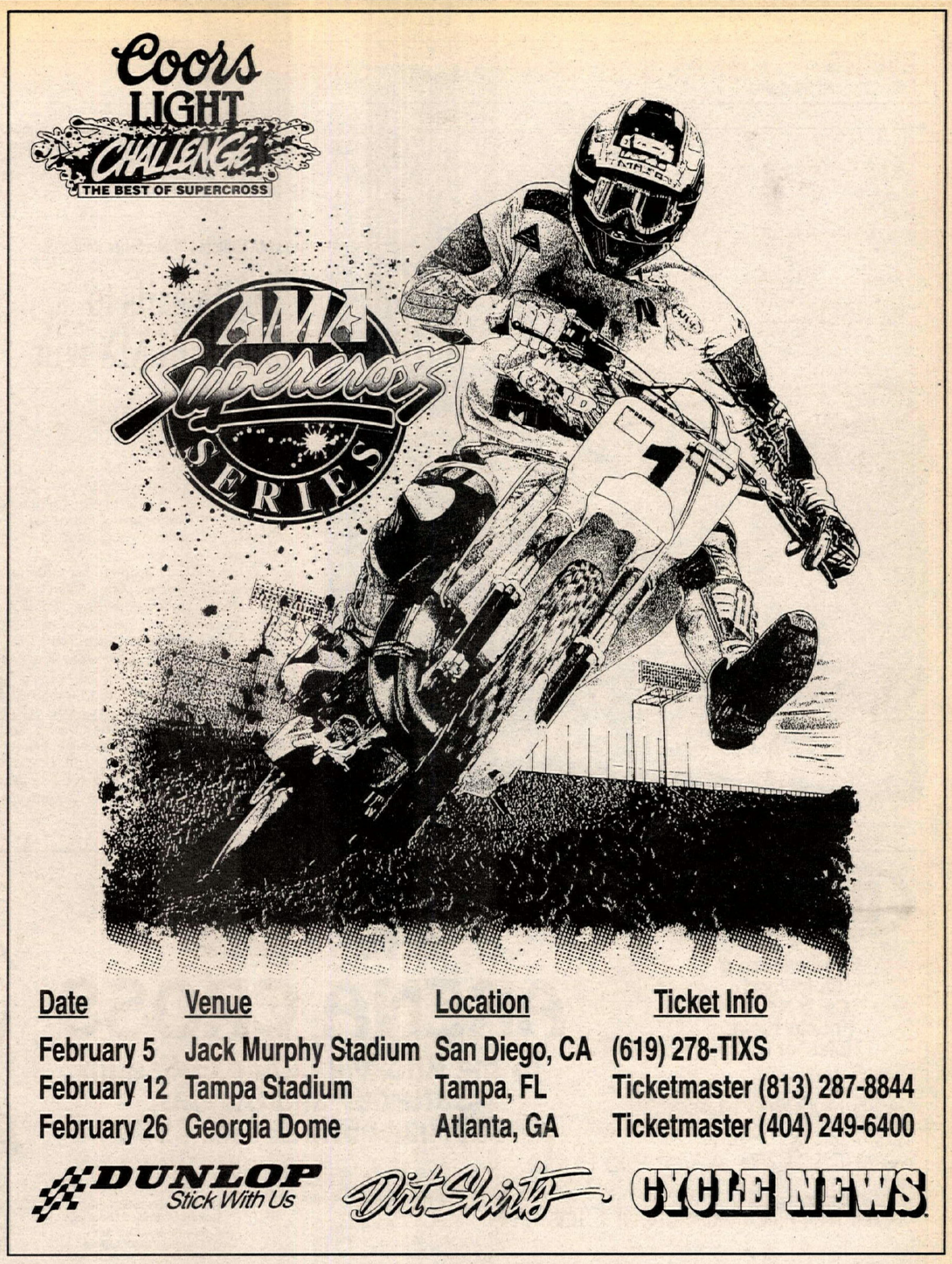

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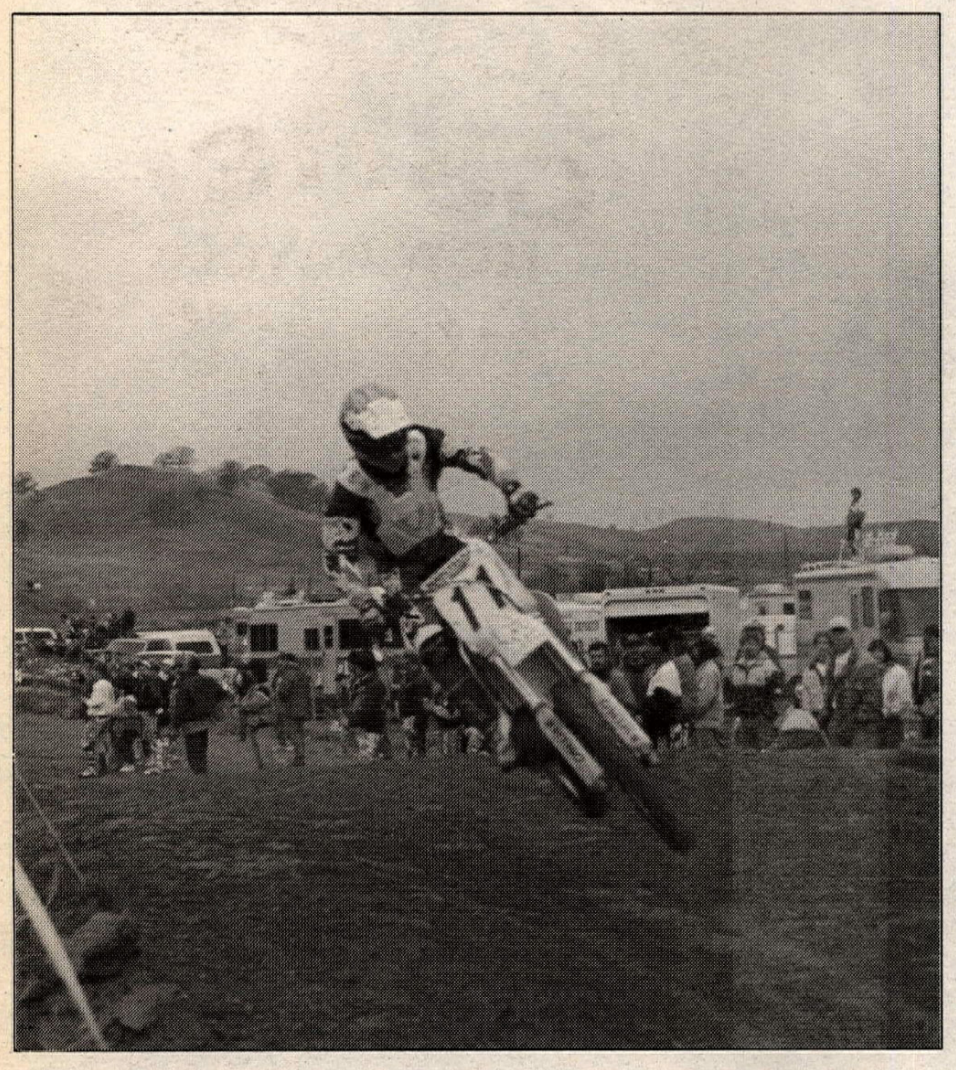

Butch Smith won the first 250cc Pro moto and backed it up with a second in moto two to finish second overall in the opening round of the CMA Winter MX Series at Sandhill Ranch.

CMA California Winter Series: Round One

Smith sails to Sandhill MX win

By Tim Quinn
Photos by Mark Hawkins

BRENTWOOD, CA, JAN. 2

Butch Smith took the overall in the 125cc Pro class while Michael Brandes sailed to victory in the 250cc Pro class at the opening round of the Bieffe USA/CMA 1994 California Winter Series.

When the gate dropped for moto one of the 125cc Pro class, Greg Allen pulled the holeshot, followed by Suzuki's Rodney Smith and the Race Accessories/Rhinoskins Honda of Butch Smith. Battling for the fourth spot were Brandes and Rusty Holland.

As the riders came into view on the Godzilla downhill, it was still Allen leading the field. Rodney Smith and Butch Smith were side by side as they reached the bottom of the hill. Brandes saw Butch Smith try to go inside and force Rodney Smith high to the outside. That's all Brandes needed, as he quickly locked up the brakes, cut tight to the inside and passed both Smiths to take second with Rodney Smith dropping to third while Butch Smith was forced into fourth.

At the midway point of the third lap, Brandes would wait no longer and forced his way around Allen at the top of the midsection uphill-downhill loops for the lead. Butch Smith passed Rodney Smith for third and then both of them got by Allen. Butch Smith then focused in on Brandes and passed him on the bottom hairpin corner of the freeway downhill to take the lead.

For the next two laps, Brandes and Rodney Smith waged a furious battle for second and third position with Rodney Smith passing Brandes and settling into second. Butch Smith continued to lead the race and would eventually take the moto win convincingly ahead of Rodney Smith.

In moto two, Rodney Smith pulled the holeshot with Butch Smith hot on his tail. Tyler Hummel ran third and quickly tried to pass Butch Smith on the Godzilla downhill. As Rodney Smith hammered the Godzilla downhill he began to swap, but the Suzuki rider held on tight and muscled the bike back into a straight line. Butch Smith, who had used the freeway downhill to make passes throughout the day, once again found it to be the best place to pass. He tried to pass Rodney Smith again, but the Suzuki rider was wise to the move and held off the Honda of

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Butch Smith. The two Smiths battled furiously throughout the moto, distancing themelves from the pack. Eventually, Rodney Smith opened the door. Butch had caught Rodney asleep, knifing his Honda to the inside, and Rodney went to the outside. That was all she wrote. For the remaining laps, the running was set with Butch Smith scoring the win and the overall victory. Rodney Smith took home second, Brandes settled for third and Allen took fourth while fifth overall went to Hummel.

Michael Brandes won the 250cc Pro class while Butch Smith took second overall. Third overall went to Rodney Smith. CN

Results

50 STK BEG (0-8): 1. Robert Gomes (Yam) 2. Adrien Figueroa (KTM); 3. Jeremy Fuller (Yam); 4. Jonathan Withrow (Yam); 5. Zachary Flores (Yam).

50 STK NOV (0-8): 1. Iceman Hernandez (Yam).

50 MOD BEG (0-8): 1. Jeffrey Stark (Yam).

50 STK BEG (9-11): 1. Brandon Fink (Yam).

50 BEG STK SHFT (0-8); 1. Troy Clemons (Hon).

60 BEG (0-8); l. Cory McDaniel (Kaw); 2. Jimmy Hazel (Kaw); 3. Nick Davis (Kaw) 4. Adrien Figueroa (Kaw).

60 NOV (0-8); 1. Broc Owens (Kaw).

60 BEG (9-11); 1. Donovan Styles (Kaw); 2. James Wright (Kaw); 3. Logan Masterson (Kaw); 4. Jason Waite (Kaw).

60 NOV (9-11); 1. Robert Harold (Kaw); 2. Zachary Woodward (Kaw); 3. Christopher Loredo (Kaw); 4. Aaron Casados (Kaw).

80 BEG D-1: 1. Danny Ornelas (Suz); 2. K.C. Rigmaiden (Yam); 3. Zachary Woodward (Kaw); 4. Mike Newnham (Hon); 5. John Carilli (Hon).

80 BEG D-2: 1. Brian Buckreus (Suz); 2. Lee McLaughlin (Yam); 3. Sheena Patterson (Suz); 4. Justin Borrego (Yam); 5. Art Duarte (Kaw).

80 B/W: 1. Chris Porter (Kaw); 2. Cory Buise (Kaw).

80 NOV: 1. Auggie Rodriguez (Yam); 2. J.J. Cummings (Suz); 3. Justin Scullen (Kaw); 4. Kevin Gonzalez (Kaw); 5. Daniel Blair (Suz).

80 INT: 1. Tyler Evans (Hon); 2. Robert Simpson (Kaw); 3. Dennis Stapleton (Yam); 4. Jess Medley (Hon).

125 BEG D-1: 1. Brad Pellin (Kaw); 2. Nick Pappas (Kaw) 3. Eric Krass (Hon); 4. Rick Rodriguez (Hon); 5. Barret Griffin (Hon).

125 BEG D-2: 1. Mark Workentine (Suz); 2. Jeff Brochard (Hon); 2. Brody Feuerhaken (Suz); 4. Greg Surat (Suz); 5. Seth Martinelli (Suz).

125 NOV D-1: 1. Ben Shank (Hon); 2. Daniel Hodges (Kaw); 3. David Booth (Kaw); 4. David Roberts (Hon); 5. Matt Styles (Suz).

125 NOV D-2: 1. Chris Martinelli (Suz); 2. Justin Beeman (Hon); 3. Shawn Bushnell (Kaw); 4. Sam Garroutte(Kaw); 5. Ryan Boothe (Hon).

125 INT: 1. Steve Hatch (Suz); 2. Scott Davis (Kaw); 3. Justin Quinn (Hon); 4. Jeff Johnson (Yam); 5. Dan Barnett (Yam).

125 PRO: 1. Butch Smith (Hon); 2. Rodney Smith (Suz); 3. Michael Brandes (Kaw); 4. Greg Allen (Kaw); 5. Tyler Hummel (Kaw).

250 BEG: 1. Blaine Kissinger (Kaw); 2. James Maltbie (Hon); 3. Tim Stroup (Suz); 4. Scott Merrow (Kaw); 5. Tony Langone (Hon).

250 NOV: 1. Joe Maddison (Yam); 2. Blaine Sollazzi (Yam); 3. Mike McCloud (Kaw); 4. Brad McLennan (Hon); 5. David Booth (Hon).

250 INT: 1. Don Knapp (Suz); 2. Steve Hatch (Suz); 3. Chris Baccelli (Hon); 4. Rick Alves (Yam); 5. Mike Hodges (Yam).

250 PRO: l. Michael Brandes (Kaw); 2. Butch Smith (Hon); 3. Rodney Smith (Suz); 4. Rusty Holland (Suz); 5. Tony Graves (Hon).

500 BEG: 1. Barret Griffin (Hon); 2. Gerhard Schreiber (Hus); 3. Anthony DiBasilio (Hon); 4. Greg Lepesh (Hus); 5. Ed Bettencourt (Hon).

500 NOV: 1. Paul Armada (Hon); 2. Alan Brink (Hon).

500 INT: 1. Marcus Sabado (Hon).

25-29 BEG: 1. Shawn Moran (Suz); 2. Tony Langone (Hon); 3. Mike Taylor (Kaw); 4. Don Hodgson (Hon); 5. Robert Woehrle (Kaw).

25-29 NOV: 1. Sergio Fernandez (Yam); 2. Kevin Knox (Suz); 3. Brad McLennan (Hon); 4. Shane Verdin (Hon); 5. Ted Pippin (Kaw).

25-29 INT: 1. Marcus Sabado (Hon); 2. Geoffrey Woods (KTM); 3. Dennis Hannel (Hon) 4. Tim Phillis (Kaw); 5. Richard Morgan (Suz).

VET BEG D-1: 1. Steven Lewis (Suz); 2. Scott Merrow (Kaw); 3. Todd Thomas (Hon); 4. Mike Norton (KTM;) 5. Scott Rabeneau (Yam).

VET BEG D-2: 1. Carl Tipps (Hon); 2. Tim Siddall (Suz); 3. Rob Dresser (Yam); 4. Mark Johnson (Yam); 5. Vince Rondas (Kaw).

VET NOV: 1. Ron DiBasilio (Yam); 2. Tom Conklin (Yam); 3. Rich Wilson (Hon); 4. Phil Rose (Hon); 5. Richard Fajardo (Yam).

VET INT: 1. Tim Phillis (Kaw); 2. Kevin Knox (Suz); 3. Jeff Johnson (Yam); 4. Richard Tiago (Hon); 5. Dale Cox (Suz).

VET PRO: 1. Lance Burgess (Suz); 2. Randy Chapman (Suz); 3. Michael Johnson (Suz); 4. Mickey O'Shaughnessy (Hon); 5. Troy DeHerrera (Yam).

OT NOV: 1. Vance Buckreus (Suz); 2. Russ Paden (Yam); 3. Don Barich (Yam).

OT INT: 1. Ted Netti (Kaw); 2. Rich Lokke (Hon); 3. Pat Graham (Hon); 4. Craig Woodward (Kaw); 5. Ron Melton.

OT EX: 1 JimLamkin (Hon); 2. Steve Machado (Hon); 3. Alan Posey (Kaw); 4. Duane Spence (Yam); 5. Ernest Smith (Yam).

WMN: 1. Alicia Stirling (Yam); 2. Susan Andrew (Yam); 3. Joni Klein (Suz).

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Mike Jones (47) won the 125 and 250cc Pro classes during the Sunday round of the Action Sports Indoor Motocross Series in Louisville, Kentucky.

Jones scores two at Freedom Hall Motocross

By David L. Patton, Jr

LOUISVILLE, KY, DEC. 18-19

Freedom Hall in Louisville, Kentucky hosted rounds four and five of the Action Sports Indoor Motocross Series, and Feroce Sportswear/Bentley Cycles/FMF rider Mike Jones won the 125cc and 250cc main on Sunday, becoming the first rider in the series to win both classes on the same day. Todd DeHoop and Chad Pederson also added to their win totals, claiming Saturday's 125 and 250cc mains, respectively.

Jones had a disappointing day on Saturday, but he was ready to go for Sunday's 125cc action. Jones ripped into the lead at the start and ran off with the win. Jeromy Buehl went down in the first turn, taking Steve Childress with him. Shane Lawson chased Jones as DeHoop held off Pederson. DeHoop passed Lawson on the fourth lap, and the top three spots were set. Pederson and Greg Rand had a great battle for fourth with Pederson able to hold off Rand for the position.

Before the 250cc main, the top riders all felt the holeshot was the key to a win and no one let off going into the first turn. Buehl and Pederson shared the best start, but Pederson got knocked off the track. Rand took advantage of their problems to pass Buehl and take over the lead. Jim Neese, Jones and DeHoop were chased by Chad Lough and Childress. Lough fell in the turn after the finish line triple at the end of lap one, falling to the back of the field. Rand quickly opened up a three-second lead as Jones and Buehl fought for second. Jones made a mistake on the third lap, dropping to fourth. Buehl's time in second was short-lived as he fell in the turn following the grandstand triple on lap four. Rand, Neese, Jones, DeHoop and Buehl filled the top five spots as the race reached the halfway point. Rand held on to a four-second lead as Jones battled Neese for second. Rand ran into trouble when he got a nasty kick at the end of the whoops, making him stall in the next turn. Neese took over the lead but Jones cut him off in the turn after the finish-line triple to take the lead away from him Rand held on to third ahead of DeHoop, Buehl and Childress. Neese went down hard over the finish line triple ending his outstanding ride. Childress tried to catch Buehl, but a mistake in a turn let him get away. Jones went on to the win ahead of Rand, DeHoop, Buehl and Childress.

Results

Saturday

50: 1. Willy Browning (Yam); 2. Justin Sipes (Itj); 3. Chris Whitcraft (Yam); 4. Christopher Robertson (Yam); 5. Kyle Teel (Yam).

65: 1. Jeff Gibson (Kaw); 2. David Whitcraft (Kaw); 3. Chris Whitcraft (Kaw); 4. Ryan Sipes (Kaw); 5. Willy Browning (Kaw).

80 (7-11): 1. Jeff Gibson (Kaw); 2. Paul Karle (Kaw); 3. Ritchey Moore (Kaw); 4. David Whitcraft (Yam); 5. Ben Riddle (Kaw).

80 (12-13): 1. Jeffrey Ryan (Kaw); 2. Jason Reich (Yam); 3. Chad Ryan (Yam); 4. Nick Walsh (Hon); 5. Douglas Huston (Hon).

80 (14-15): 1. Mark Burkhart (Hon); 2. Chris Lowell (Suz); 3. J.R. Roar (Hon); 4. Cale Swiger (Hon); 5. Courtney Burton (Kaw).

125 B: 1. J.D. Collins (Kaw); 2. Ryan Haines (Hon); 3. Heath Bennett (Yam); 4. Jesse Thumser (Suz); 5. John Brunck (Hon).

125 C D-1: 1. Erik Leonard (Yam); 2. Keith Lewis (Hon); 3. Scott Shafer (Suz); 4. Mike Loran (Kaw); 5. Dan Cooley (Hon).

125 C D-2: 1. Derek Cross (Kaw); 2. Jody Cooper (Suz); 3. Elta Kitsuda (Hon); 4. Dennis Williams (Kaw); 5. Brian Young (Suz).

250 B: 1. J.D. Collins (Kaw); 2. Rob Sturgell (Kaw); 3. Charlie Dunaway (Kaw); 4. Justin Puzz (Kaw); 5. Brian DeMoss (Suz).

250 C: 1. Dale Huff (Yam); 2. Tim Polston (Yam); 3. John Black (Yam); 4. Mike Clendenin (Kaw); 5. Tony Wiesenhahn (KTM).

OPEN B: 1. Mark Roop (Kaw); 2. Brian Stanley (Kaw); 3. Barry Ogan (Kaw); 4. Derrick Goldberg (Hon).

25+: 1. Rodney Carrier (Suz); 2. Mike Morgan (Yam); 3. Mike Hogar (Hon); 4. Joey Defelice (Kaw); 5. Steve Kiesler (Kaw).

30+: 1. Mark Guy (Yam); 2. Mike Harker (Hon); 3. Gene Hodge II (Yam); 4. Deuce Kirk (Suz); 5. Kevin Poole (Kaw).

125 PRO: 1. Todd DeHoop (Hon); 2. Chad Pederson (Yam); 3. Jeromy Buehl (Yam); 4. Mike Jones (Suz); 5. Josh Steel (Suz).

250 PRO: 1. Chad Pederson (Yam); 2. Steve Childress (Suz); 3. Jeromy Buehl (Yam); 4. Greg Rand (Suz); 5. Chad Lough (Suz).

Sunday

50: Chris Whitcraft (Yam); 2. Michael Willard (Yam); 3. Jimmy Chappell (Yam); 4. Cody Kovach (Yam); 5. Willy Browning (Yam).

65 (7-11): 1. Jeff Gibson (Kaw); 2. David Whitcraft (Kaw); 3. Chris Whitcraft (Kaw); 4. Andy Willard (Kaw); 5. Willy Browning (Kaw).

80 (7-11): 1. Jeff Gibson (Kaw); 2. David Whitcraft (Yam); 3. Ben Riddle (Kaw); 4. Mark Piccirillo (Yam); 5. Ritchey Moore (Kaw).

80 (12-13): 1. Jeffrey Ryan (Kaw); 2. Jason Reich (Yam); 3. Chad Ryan (Yam); 4. Zachery Hickerson (Suz); 5. Douglas Huston (Hon).

80 (14-15): 1. Mark Burkhart (Hon); 2. J.R. Roar (Hon); 3. J.C. Cravens (Yam); 4. Chad Orban (Suz); 5. Chris Lowell (Suz).

125 B: 1. Charlie Dunaway (Kaw); 2. Jesse Thusmer (Suz); 3. Ryan Haines (Hon); 4. Chad Cutler (Suz); 5. Justin Puzz (Kaw).

125 C: 1. Scott Shafer (Suz); 2. Justin McCoy (Yam); 3. Dennis Williams (Kaw); 4. Jason Reffitt (Kaw); 5. Jody Cooper (Suz).

250 B: 1. J.D. Collins (Kaw); 2. Charlie Dunaway (Kaw); 3. Rob Sturgell (Kaw); 4. Mike Hogan (Hon); 5. Brian DeMoss (Suz).

250 C: 1. Tony Wiesenhahn (KTM); 2. Justin McCoy (Yam); 3. Lowell Mason (Yam); 4. Robert Uhl (Kaw); 5. Chad Spinosi (Kaw).

OPEN B: 1. Mark Roop (Kaw); 2. Brian Stanley (Kaw); 3. Jerry Barlow (Kaw); 4. Barry Ogan (Kaw); 5. Derrick Goldberg (Hon).

25+: 1. Rodney Carrier (Suz); 2. Mike Morgan (Yam); 3. Mike Hogan (Hon); 4. Joey Defelice (Kaw); 5. Kirk Jeffries (Kaw).

30+: 1. Kirk Jeffries (Kaw); 2. Mark Guy (Yam); 3. Mike Harker (Hon); 4. Gene Hodge II (Yam); 5. Mitch Keller.

125 PRO: 1. Mike Jones (Suz); 2. Todd DeHoop (Hon); 3. Shane Lawson (Suz); 4. Chad Pederson (Yam); 5. Gregory Rand (Suz).

250 PRO: 1. Mike Jones (Suz); 2. Greg Rand (Suz); 3. Todd DeHoop (Hon); 4. Jeromy Buehl (Yam); 5. Steve Childress (Suz).

Bruce/Murrell hot at San Jose Endurothon

By Bill Spencer

SAN JOSE, CA, DEC. 19

Joe Bruce teamed with Jason Murrell to score another win at round three of the Dublin Kaw-Hon-Suz/Hap Jones Distributing Endurothon series at San Jose Speedway.

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FEBRUARY 4 - 6, 1994
Fri: Noon-10pm
Sat: 10am-10pm
Sun: 10am-7pm

MICHIGAN
PONTIAC SILVER DOME
FEBRUARY 11 - 13, 1994
Fri: 5pm-10pm
Sat: 11am-10pm
Sun: 11am-6pm

ATLANTA
In conjunction with the Coor's Light Challenge-Round 7 of the Camel Supercross Series in the new Georgia Dome
GEORGIA WORLD CONGRESS CENTER
FEBRUARY 25 - 27, 1994
Fri: 5pm-10pm
Sat: 11am-8pm
Sun: 11am-6pm

PHILADELPHIA
VALLEY FORGE CONVENTION CENTER
MARCH 4 - 6, 1994
Fri: 5pm-10pm
Sat: 11am-10pm
Sun: 11am-6pm

DAYTONA
In conjunction with Bike Week and Daytona 200 by Arai
DAYTONA INTERNATIONAL SPEEDWAY
MARCH 10 - 13, 1994
Thurs: 9am-6pm
Fri: 9am-6pm
Sat: 9am-6pm
Sun: 9am-1pm

The first two-hour race saw defending titlists Bruce and Murrell claim the overall win with the Hart brothers, Dan and Don, close behind, though actually leading twice during rider exchanges. In the end, Bruce had the top spot by more than 20 seconds. The Harts finished second and continue to lead in the overall points. Vet Ironman Dave Wells finished third, and first in his class, while the Bergstrom brothers, Mike and Paul, were fourth overall, and third in the Endurothon class over the Filippi brothers, Dave and Dom.

Eric Pucelik led the 55 entries in the second two hours of action with 1992 AMA Grand National Champion Chris Carr going from fourth to second on lap two. Carr then led for two laps just before the split, when Dan Reger took over the controls and held the point until the final rider change. Carr led lap 23 and then finished second to the two pro motocrossers with Harley-Davidson of Sacramento's Aaron Hill third over the Hart boys.

ISDE Junior Vase team member Pat Garrahan was fifth, a lap in arrears, with Tony Alves and Donn Anderson teaming for top Sportsman Endurothon honors over Joe Vella/Bob Zades.

Dan Reger took his CR500 to the front of the third two-hour race and led for over seven laps until a flat rear tire sidelined him for two laps and repairs. Bruce rode his Dublin Kawasaki-backed KX and took the lead for five laps until he lost his muffler. This mishap, combined with two flats in the second race, would push Bruce to fifth in the points. TT specialist Andy Tresser, who was teamed with Ed Willis, then took over the lead until the rider swap when Rob Damron led just past the halfway mark.

Damron came back to the forefront along with Tony Alves while Tresser was third in front of the Hart boys and the Vet Expert team of Paul Iwanaga and Rod Spencer. As the white flag flew, Tresser made the pass for the lead and the win over Damron, with Iwanaga/Spencer third over Alves/Anderson and Vet Iroman Scott Larsen.

Results

Race One

O/A: 1. Jason Murrell/Joe Bruce (Kaw); 2. Dan Hart/Don Hart (Hon); 3. David Wells (Hon); 4. Paul Bergstrom/Mike Bergstrom (Yam); 5. Dave Filippi/Dom Filippi (Hon).

Race Two

O/A: 1. Eric Pucelik/Dan Reger (Hon); 2. Chris Carr (Hon); 3. Aaron Hill (Hon); 4. Dan Hart/Don Hart (Hon); 5. Pat Garrahan (Hon).

Race Three

O/A: 1. Andy Tresser/Ed Willis (Hon); 2. Rob Damron (Suz); 3. Rod Spencer/Paul Iwanaga (Yam); 4. Tony Alves/Donn Anderson (Yam); 5. Scott Larsen (Yam).

SERIES POINT STANDINGS (After 3 of 6 rounds): 1. Dan Hart/Don Hart (488); 2. Roger Pucelik/ Dan Reger (361); 3. Tony Alves (355); 4. Joe Vella/Bob Zades (309); 5. Joe Bruce (346).

Bisceglia bests Salem AX

By Clay Light

SALEM, OR, DEC. 19

AMA National campaigner John Bisceglia, riding a Honda, bested a competitive field of riders in the 250cc Pro class, taking home first place money after 1-1 rides in arenacross action at the Oregon State Fairgrounds.

Bisceglia bolted out of the gate in the lead in both motos, chased by Washington's Jeff Bailey and local rider Roby Leach. Kawasaki rider Terry Hamness, Bailey and Leach waged a battle well behind Bisceglia until Bailey and Hamness tangled. Bisceglia took the checkered flag first while Leach was obliged to take second.

Moto two was much the same as Bisceglia held a huge lead to finalize his 1-1 sweep ahead of Bailey, who finished second overall with 4-2 rides, and third place rider Hamness (5-2).

Bailey, who made the trek from central Washington, rode a flawless race in the first Before the Hill class moto where he beat class dominator Ryan Leach and Honda pilot Ryan Terlecki in moto one. Bailey, however, didn't have such good fortune in moto two; after a bad start and a crash, he finished in ninth. Ryan Leach, who tangled with lapped riders in moto one, netted the moto two win. Terlecki took the overall win, with 3-2 placings, ahead of Ryan Leach and Roby Leach.

Results

P/W MOD: 1. Ricky Gunderson (Yam); 2. Randi Holbrook (Yam).

P/W STK: 1. Kevin Dixon (Itj); 2. Casey Huddleston (Kaw); 3. Jordan Kauffman (Itj).

60 (6-9): 1. Ricky Gunderson (Kaw): 2. Don Lachapelle (Kaw): 3. Brent Line (Kaw).

60 (9-11): 1. Jason Evans (Kaw); 2. Tyler Fick (Kaw); 3. Derek Walkoski (Kaw).

80 BEG: 1. Curtis Luoto (Yam); 2. Levi Kasper (Kaw); 3. Dustin Woods (Kaw).

80 (9-11): 1. Greg Blackwell (Hon).

80 (12-13): 1. Dusty Lenaburg (Suz): 2. Dan Reude (Yam); 3. Jason Hanson (Kaw).

80 (14-16): 1. Matt Williams (Yam).

80 OPEN: 1. Dusty Lenaburg (Suz); 2. Cody Garvin (Yam) 3. John Meusling (Yam).

125 JR: 1. Sean Richardson (Hon); 2. Caleb Wyatt (Suz); 3. Ryan Williams (Yam).

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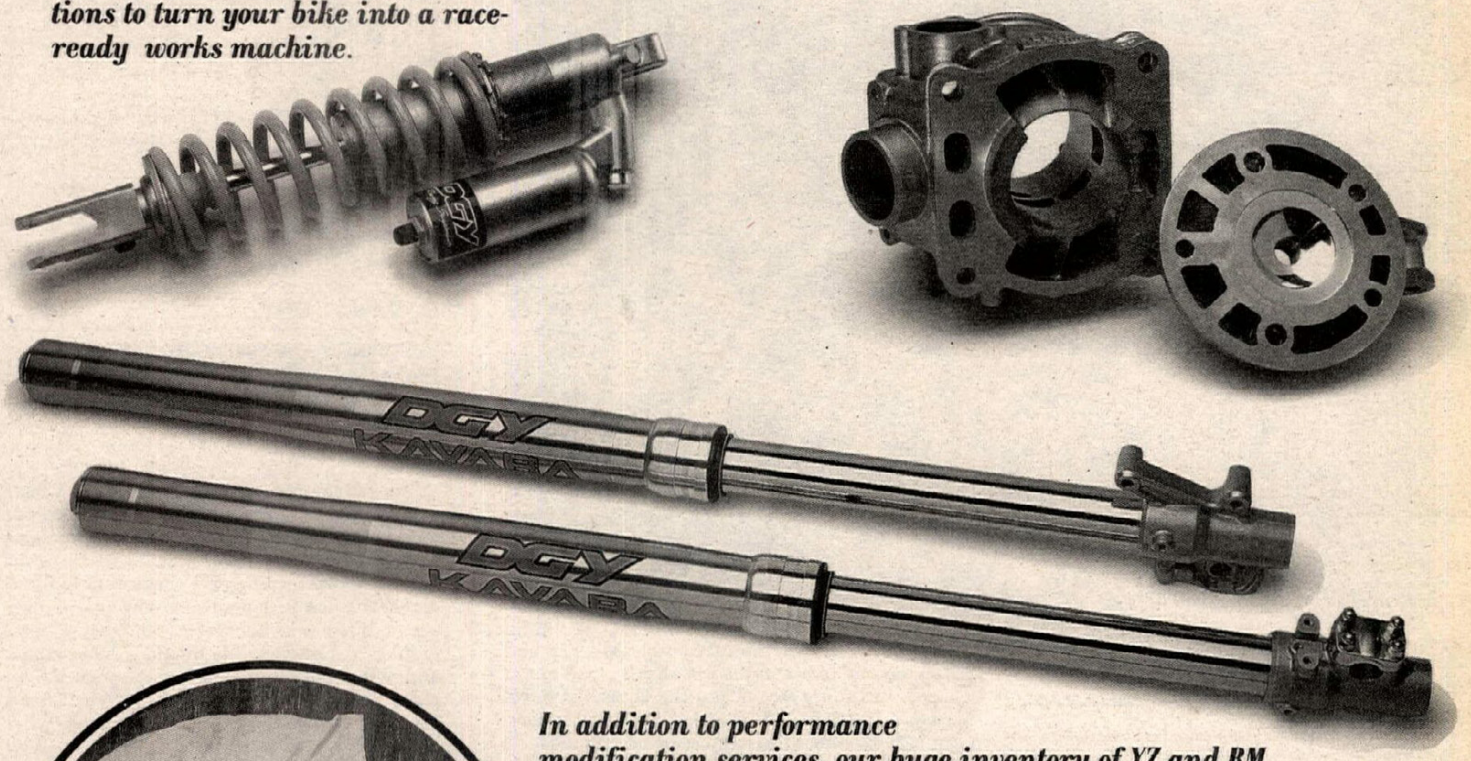

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Chuck Reed scored the 125cc Pro win at the final round of the Action Sports Indoor Motocross Series in Huntington, West Virginia.

125 INT: 1. Daren McLaughlin (Suz); 2. Ryan Leach (Suz); 3. Ryan Terlecki (Hon).

125 PRO: 1. Shawn Highland (Suz).

250 JR: 1. Tom Vielle (Hon); 2. Shane Scarborough (Hon); 3. Eddie Denhem (Hon).

250 PRO: 1. Don Bisceglia (Hon); 2. Jeff Bailey (Suz); 3. Terry Hamness (Kaw).

500 AM: 1. Marlow Mourer (Hon); 2. Corey Shepard (Kaw): 3. Glynn Higgins (KTM).

BTH: 1. Ryan Terlecki (Hon); 2. Ryan Leach (Suz); 3. Roby Leach (Suz).

OT INT: 1. Walt Call (Yam); 2. J.R. Meusling (Yam).

OT JR: 1. Jeff Yaw (Hon); 2. Cliff Kobernik (Suz); 3. Gene Chittim (Hon).

OT MNY: 1. Jim Lamkin (Hon): 2. Nick Rusinovich (Kaw); 3. Terry Hamness (Kaw).

Cowpuncher HS to Mashbir

By Bill Spencer

HOLLISTER, CA, DEC. 12

Eric Mashbir began his defense of the 1994 D-36 Cross Country Championship just as he did last year, with another win, at the 2 + 2 M/C's 18th annual Cow Puncher Hare Scramble at Hollister Hills OHV.

As the field completed lap one, Dan Reger was first through the home check with Mashbir a close second and Pat Garrahan third, one minute ahead of Brian Garrahan. Curt Wilcox was fifth through the check, riding a Husaberg, in front of Rod Smith and Cole Marshall, giving the ISDE riders an edge over the motocrossers.

The Cougar Motorhomes/BTF Motors/MSR/Arai/Spectro/Pro Circuit/Up-Tite/Smith/Metzeler/Hayward Honda-Suzuki/Advanced Machine/Best Western Thunderbird/Chuck's Marine/Parts House-sponsored Mashbir took the lead on the next lap with Reger taking second and Smith moving up to third as the track began to ungoo itself a bit.

Just before the 90-minute mark, Mashbir finished his third lap with Smith closing in and numerous riders in the pits, having run out of gas, including Reger and the Garrahan boys. Steve Hatch was threatening Smith for second place, running three minutes behind him.

Mashbir started lap five with a one minute advantage on Hatch, while Smith had a blown head gasket on his Suzuki.

Mashbir just beat the checkered flag to go through for a sixth lap and virtually ensure the overall win while Hatch was forced to stop and fix a flat rear tire. Mason didn't stop for anything, despite a pit crewman yelling at him to check the fuel situation. Hatch left the pit nearly a minute behind Mason, passing him just prior to the end of their sixth lap to recapture second place. Douglas had pitted on lap three and completed the sixth lap to secure fourth place.

Results

OPEN A: 1. Curt Wilcox (Hbg); 2. Chris Rogers (Hon); 3. Robert Horton (Kaw).

250 A: 1. Eric Mashbir (Hus); 2. Steve Hatch (Suz); 3. Cole Marshall (Hon).

125 A: 1. Pat Garrahan (Hon); 2. Jon King (Suz); 3. John Delagnes (Hon).

VET A: 1. John Mason (Yam): 2. Phil Douglas (Hon); 3. Gus Mueller (Hon).

SR A: 1. Jerry Fouts (Hon); 2. Danny Bawdon; 3. Barry Behn (Hon).

S/SR A: 1. Edd Haymond (KTM); 2. Fred Sumrall (Yam); 3. Al Garrahan (Hon).

OPEN B: 1. Kevin Yarnall (Hon); 2. Aron Kirchen (Hon); 3. Michael Renner (Kaw).

250 B: 1. James Merrick (Hon); 2. Pete Krunich (Hon); 3. Jeff Wilson (Kaw).

VET B: 1. Galen Moyer (Kaw); 2. Bob Stene (Yam); 3. Peter Hampel III (Hon).

SR B: 1. Leroy Gerke (Hon); 2. Anthony Pavone (KTM); 3. Howard Goodman (ATK). OPEN C: 1. Ricky Roach (Kaw); 2. Jim Ptarcinski (Hon); 3. Eric Grass (Hon).

250 C: 1. Brian Jelich (Hon); 2. Scott Magann (Hon); 3. Chris Ptarcinski (Kaw).

200 C: 1. Brian Butler (Kaw); 2. Paul Clark (Kaw); 3. Kevin Horn (Kaw).

125 C: 1. Ken Graham (Hon); 2. Brett McClure (Hon); 3. Russ Piggott (Hon).

VET C: 1. Jim Ingoglia (Hon); 2. John Martin (Hon); 3. Mark Steinwand (Hon).

SR C: 1. Michael Dempsey (KTM); 2. Brent Poplawski (Kaw); 3. David Vogel (Hon).

S/SR C: 1. Joe Stancato (Suz); 2. Mike Whiteside (Suz); 3. Robert Manna (Hon).

4-STRK C: 1. Walter Schwarz (Hus); 2. Dorrey Ingoglia (Hon); 3. Keith Caldwell (Hon).

Jones jams at Action Sports Motocross finale

By David L. Patton Jr.

HUNTINGTON, WEST VIRGINIA, JAN. 1-2

Feroce Sportswear/Bentley Cycles-backed Mike Jones won three of four Pro main events at rounds six and seven of the Action Sports Indoor Motocross Series in the Huntington Civic Center.

Jones was the pre-race favorite for Saturday's 125cc main, but Chad Lough grabbed the holeshot with Jones right behind him. Honda of Troy/Pro Circuit/AXO star Todd DeHoop nearly flipped coming off the start but found a gap in the first turn and came through in third ahead of James Eickel. DeHoop wasted no time getting by Lough in the infield double jumps and set out after Jones. Back in the pack, a five-rider battle for fifth ensued between Brad Strunk, Jeromy Buehl, Shane Lawson, Kurt McMillen and Chuck Reed. Lawson crashed after the whoops section, then Strunk and Buehl began to gain on Eickel. The difficult track provided much of the excitement as all of the front-runners had to make miraculous saves just to stay on two wheels. DeHoop caught up to Jones at the halfway point, but bobbled in the whoops to give Jones breathing room. Eickel was able to reel in Lough, but then a mistake forced Eickel to regroup as Strunk challenged him for fourth. Jones carved his way through lapped riders and opened up a small lead, taking the win with DeHoop right behind him at the finish.

Jones got a great start in the 250cc main ahead of Lough and DeHoop. Once again DeHoop dove under Lough after the two sets of infield doubles to take over second. Buehl, Eickel and David Hand chased the leaders. DeHoop took advantage of Jones's miscues to reel him in. Buehl got knocked off the track and fell out of the top 10. Mark Musselman, Strunk, Hand and Lawson took advantage of Buehl's misfortune as they battled for fifth. Lough and Eickel were running alone in the third and fourth spots, respectively - positions they would hold to the finish. DeHoop caught Jones but was unable to make a pass stick as the two longtime rivals dueled to gain the upper hand in the turns. Jones was able to hold onto the top spot and grab his second win of the night. DeHoop finished in second ahead of Lough and Eickel.

Jones came back on Sunday to finish second behind Chuck Reed in the 125cc main but was able to post another win in the 250cc main.

Results

Saturday

50: 1. Chris Whitcraft (Yam); 2. Cody Kovach (Yam); 3. Jimmy Chappell (Yam); 4. Zachery Marshall (Yam); 5. Chris Hanshaw (Yam).

65: 1. Jeff Gibson (Kaw); 2. David Whitcraft (Kaw); 3. Charlie Carey (Kaw); 4. Chris Whitcraft (Kaw); 5. Willy Browning (Kaw).

80 (7-11): 1. Jeff Gibson (Kaw); 2. Brian Bartlett (Yam); 3. Ben Riddle (Kaw); 4. David Whitcraft (Yam); 5. Mark Piccirillo (Yam).

80 (12-13): 1. Jason Reich (Yam); 2. Jeffrey Ryan (Kaw); 3. Chad Ryan (Yam); 4. Matthew Snider (Kaw); 5. Douglas Huston (Hon).

80 (14-15): 1. Mark Burkhart (Suz); 2. Joey Ballinger (Kaw); 3. Chad Orban (Suz); 4. J.C. Cravens (Yam); 5. Chris Lowell (Suz).

125 B: 1. Charlie Dunaway (Kaw); 2. Jesse Thumser (Suz); 3. Adam Johnson (Hon); 4. Heath Bennett (Yam); 5. Ryan Haines (Hon).

125 C D-1: 1. Kevin Cogar (Kaw); 2. Kenny Gambill (Yam); 3. Noel Sparks (Kaw); 4. Estel Walton (Suz); 5. William Withrow (Yam).

125 C D-2: 1. Jason Reffitt (Kaw); 2. Brian Terry (Suz); 3. Jimmy Brooks (Yam); 4. Joshua Dohn (Yam); 5. William Cottrill Jr. (Hon).

250 B: 1. Rob Sturgell (Kaw); 2. Charlie Dunaway (Kaw); 3. Doug Blackwell (Kaw); 4. Sonny Morocco (Hon); 5. Doug Flinner (Yam).

250 C: 1. Chad Spinosi (Kaw); 2. Rock Chandler (Kaw); 3. Josh Stanley (Hon); 4. Mike Clendenin (Kaw); 5. James Wilson (KTM).

OPEN B: 1. Brian Stanley (Kaw); 2. Jerry Barlow (Kaw); 3. Barry Ogan (Kaw); 4. Doug Blackwell (Kaw); 5. Mark Christian (Hon).

25+: 1. Mike Morgan (Yam); 2. Mike Hogan (Hon); 3. Willis Grooms (Hon); 4. Payton Mendelssohn (Hon); 5. Kirk Jeffries (Kaw).

30+: 1. Kirk Jeffries(Kaw); 2. Gerry Bennett (Hon); 3. Bradley Hess (Hon); 4. Rick Oxley (Hon); 5. Paul Piorkowski (Hon).

125 PRO: 1. Mike Jones (Suz); 2. Todd DeHoop (Hon); 3. Chad Lough (Suz); 4. James Eickel (Hon); 5. Brad Strunk (Suz).

250 PRO: 1. Mike Jones (Suz); 2. Todd DeHoop (Hon); 3. Chad Lough (Suz); 4. James Eickel (Hon); 5. Mark Musselman (Suz).

Sunday

50: 1. Chris Whitcraft (Yam); 2. Cody Kovach (Yam); 3. Jimmy Chappell (Yam); 4. Christopher Robertson (KTM); 5. Zachery Marshall (Yam).

65: 1. Jeff Gibson (Kaw); 2. David Whitcraft (Kaw); 3. Willy Browning (Kaw); 4. Chris Whitcraft (Kaw); 5. Barry Howard (Kaw).

80 (7-11): 1. Jeff Gibson (Kaw); 2. Brian Bartlett (Yam); 3. Ben Riddle (Kaw); 4. Mark Piccirillo (Yam); 5. David Whitcraft (Yam).

Jason Reich (Yam); 2. Chad Ryan (Yam); 3. Douglas Huston (Hon); 4. Nick Walsh (Hon); 5. Matthew Snider (Kaw).

80 (14-15): 1. Mark Burkhart (Suz); 2. Joey Ballinger (Kaw); 3. Chadd Woodrum (Kaw); 4. Tyson Bush (Yam); 5. Chad Orban (Suz).

125 B: 1. Charlie Dunaway (Kaw); 2. Sonny Morocco (Hon); 3. Adam Johnson (Hon); 4. Kyle Strickland (Hon); 5. Patrick Thrall (Hon).

125 C: 1. Jimmy Brooks (Yam); 2. Kenny Newhouse (Yam); 3. Robert Runions (Suz); 4. Justin McCoy (Yam); 5. Tom Norris (Hon).

250 B: 1. Charlie Dunaway (Kaw); 2. Rob Sturgell (Kaw); 3. Sonny Morocco (Hon); 4. Heath Bennett (Yam); 5. Doug Flinner (Yam).

250 C: 1. Rock Chandler (Kaw); 2. Ritchie Fraley (Hon); 3. James Wilson (KTM); 4. Tony Weisenhahn (KTM); 5. Chad Spinosi (Kaw).

OPEN B: 1. Barry Ogan (Kaw); 2. Brian Stanley (Kaw); 3. Mark Christian (Hon); 4. Shaun Swisher (Hon); 5. Doug Blackwell (Kaw).

25+: 1. Mike Morgan (Yam); 2. Curt Holzer (Suz); 3. Rodney Carrier (Suz); 4. Mike Hogan (Hon); 5. Brian Hawks (Hon).

30+: 1. Kirk Jeffries (Kaw); 2. Gene Hodge II (Yam); 3. Gerry Bennett (Hon); 4. Bradley Hess (Hon); 5. Rick Oxley (Hon).

125 PRO: 1. Chuck Reed (Hon); 2. Mike Jones (Suz); 3. Todd DeHoop (Hon); 4. Chad Pederson (Yam); 5. Steve Childress (Hon).

250 PRO: 1. Mike Jones (Suz); 2. Jeromy Buehl (Yam); 3. Chad Pederson (Yam); 4. Chad Lough (Suz); 5. Todd DeHoop (Hon).

Howerton ropes Rathmann Ranch Hare Scrambles

By Michael Walker

HIGH GROVE, TX, DEC. 5

Former National MX Champion Kent "Rhinestone Kawboy" Howerton pulled out another win in the AA class as the Texas Scramblers Association hosted round six of the 1994 AMA Texas Championship Hare Scramble Series, sponsored by Acerbis/Tex-MX News/Factory

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Howerton pulled out a one minute advantage at the end of the first 27-minute lap and then put it on cruise control for the rest of the race. Howerton stayed in control for the remaining 40 miles to take the win ahead of Clifford Goetz while defending Pro class champion Steve Cardwell recovered from a terrible first lap to finish third. Mike Bradshaw Jr. put his Yamaha into fourth ahead of series newcomer Brian Storrie.

KTM of Ft. Worth-backed Bert "Bandit" Reynolds topped the Open A class. Reynolds grabbed the holeshot followed by Allan Drane, Roger Nitsche, Randy Rentsorf and Karl Zimmerman. Reynolds was able to evade the hounding pack and score not only the class win, but the overall victory as well.

The Open B class was a Honda CR500 benefit as Guy Hipsher and Alan Zuehl went 1-2. Elie Wehbe borrowed a Yamaha 360 and took third. Fred Struchtrup and and Montie Twining completed the top five.

Thumper action was all Husqvarna as Kerry Simpson put nearly three minutes on fellow Husky rider Richard Blake for top honors in the Four-Stroke class. James Raby took third place ahead of former 200cc B hotshoe Richard Kepler. Mark Crane put his Honda into the last award spot.

Results

O/A: 1. Bert Reynolds (KTM); 2. Allan Drane (Hon); 3. Doug Paley (Kaw); 4. Mark Childre (KTM); 5. Roger Nitsche (Hon).

AA: 1. Kent Howerton (Kaw); 2. Clifford Goertz (Suz); 3. Steve Cardwell (Yam); 4. Mike Bradshaw Jr. (Yam); 5. Brian Storrie (Kaw).

OPEN A: 1. Bert Reynolds (KTM); 2. Allan Drane (Hon); 3. Roger Nitsche (Hon); 4. Randy Renstorf (Hon); 5. Karl Zimmerman (Hon).

VET A: 1. Doug Paley (Kaw); 2. Mark Childre (KTM); 3. Mike Connell (Kaw); 4. Scott Carlton (ATK); 5. P. Baird (Yam).

SR A: 1. Mike Bradshaw Sr. (KTM); 2. Will Hendrix (Kaw); 3. Howard Love (Kaw); 4. George Spalding (Hon); 5. Charle Pritchett (Kaw).

200 A: 1. Gary Windham (Kaw); 2. Duggan Hartzog (Kaw); 3. Duane Badgley (Kaw); 4. Steven Selman (Kaw); 5. Jimmy Clark (Kaw).

125 B: 1. Rod Kelley (Hon); 2. Chris Thompson (Suz); 3. Todd Hooker (KTM); 4. Jay Roy (Hon); 5. George Hipsher (Suz).

200 B: 1. Lee Jordan (Kaw); 2. Aaron Mizar (Kaw); 3. James Selman (Kaw); 4. Mike Villemarette (Kaw); 5. Timothy Gillis (Kaw).

250 B: 1. Kevin Counsil (Yam); 2. Carter White (Kaw); 3. Joe Eastep (Yam); 4. Steven Gillis (Hon); 5. James Harp (Yam).

OPEN B: 1. Guy Hipsher (Hon); 2. Allan Zuehl (Hon); 3. Elie Wehbe (Yam); 4. Fred Struchtrup (Hon); 5. Montie Twining (Hus).

VET B: 1. Brad Burnie (Hon); 2. Eddie Harrison (Yam); 3. Bill Holland (Hon); 4. Craig Pingleton (Hon); 5. Bill Smith (Hon).

SR B: 1. Bobby Reynolds (Kaw); 2. Kent Atwood (Yam); 3. John Michlowsky (Hon); 4. Terry George (Kaw); 5. Dave Adams (Hon).

200 C: 1. Shawn Lindemann (Kaw); 2. Jarrod Goertz (Hon); 3. Jody Martin (Hon); 4. Thomas James (Kaw); 5. Nick Benefiel (Kaw).

OPEN C: 1. David Gartley (Hon); 2. Glen Gerner (Hon); 3. Brent Jones (Kaw); 4. Joe Wilburn (Hon); 5. Kenyon Coutney (Hon).

60: 1. Hank Hanson (Kaw); 2. Waylon McCulloch (Kaw); 3. Trey Chote (Kaw); 4. Kyle Martin (Yam); 5. Zachary Smith (Yam).

80: 1. Chris Brannon (Kaw); 2. Jonathan Buckley (Hon); 3. Jeff O'Leary (Yam); 4. Drew Dunbar (Yam); 5. Sean Roden (Yam).

JR: 1. Travis White (Suz); 2. Thomas Eidson (Suz); 3. Jeremy Buckley (Hon); 4. Mike Prokop Jr. (Hon); 5. Travis Allen (Kaw).

WMN: 1. Danielle Lindemann (Kaw); 2. Carolyn Davis (Suz).

SPTSMN: 1. Harmon Hart (Hon); 2. Richard Clark (Hon); 3. Steve McKinney (Kaw); 4. Derwin Perkins (Kaw); 5. Jerry Goldick (Suz).

4-STRK: 1. Kerry Simpson (Hus); 2. Richard Bakke (Hus); 3. James Raby (Hon); 4. Richard Kepler (Kaw); 5. Mark Crane (Hon).

Giroir steady at Mountain View Motocross

By Frank Wiersma

TUCSON, AZ DEC. 5

Yamaha-mounted Jeremy Giroir used consistent second-place finishes in both motos to take home top honors in the 125cc Intermediate class at Mountain View Off-Road Raceway.

Mike Calhoun got off to a good start, coming out with the holeshot in moto one. Calhoun held it until turn one of the second lap when Jim Wagner passed him. Jeff Piasecki was now hot on Calhoun's tail and battled past in turn seven. It was nip and tuck between Wagner and Piasecki until the middle of lap six when Wagner almost lost control in the whoops and stuck his front wheel in the following berm. Wagner went down and was passed by the entire field before he could recover. Meanwhile, Jeremy Giroir worked his way up from a bad start to second position, where he finished behind Piasecki at the checkers.

In moto two, Wagner and Piasecki were leading the pack in a tight battle from the start. Piasecki waited for a Wagner mistake which never happened. Piasecki could simply have held his position and still taken the overall win because of Wagner's mishap in moto one, but his competitive nature drove him toward a win. Piasecki held position until the middle of the last lap then made a clean pass for a slim lead in the whoops. Wagner got it back, but Piasecki again took the lead in turn seven and held it with only a fraction of a lap to go. Piasecki took

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____65cc 7-11
____85cc 7-11
____85cc 12-13
____85cc 14-15

____125 C Novice
____125 B Intermediate
____125 A
____125 Youth 12-15
____Plus 25

____250 C Novice
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KEVIN SCHWANTZ - WORLD CHAMPION

(#103A) Few racers have ever worked so hard, enjoyed such popularity or provided as many thrills on the way to winning their first World Championship as Kevin Schwantz.

The terrific Texan finally acheived his goal in 1993 after a typically hard-charging season during which his following of loyal fans continued to grow in every country he visited with the Grand Prix circus.

This video captures the most memorable highlights of Schwantz's rise to the top. Go behind the scenes with Kevin, his family and the Suzuki team for an in-depth look at what makes the champ tick.

Join Kevin at leisure back home in Texas, driving a 200mph Bugatti sports car and golfing with some interesting friends as well as a discussion of the more serious side of his profession.

The man, the team, the great races, the character...they're all in "Kevin Schwantz: World Champion! 60 minutes from Duke Video USA.

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What's New?...

- ★ Kevin Schwantz - World Champion
- ★ '93 GP Review
- ★ '93 European (Spain) RR Grand Prix
- ★ '93 Italian RR Grand Prix
- ★ Bonzai Blackwater
- ★ 1993 Blackwater 100
- ★ "Showtime" Jeremy McGrath
- ★ Barry Sheene - Champion

■ MOTOCROSS ■■■

(#65A) 1991 Motocross des Nations
Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Natl MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles-Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focuses on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video.

■ SUPERCROSS ■■■

(#325) Throttle for the Gold
The story of the 1990 Supercross Series; racing full throttle, criss-crossing the USA Jeff Stanton, J. M. Bayle, Jeff Ward and the rest make 18 stops on the tour for the Supercross title. 45 minutes from Motovideo.

(#325A) Flight to the Finish
The review of the 1991 AMA Camel Supercross Series featuring the Coors Light Challenge as America's top racers chase the #1 plate around the country. 75 minutes from Motovideo.

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

■ TOURING & ROAD RIDING ■■■

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

■ ROAD RACING ■■■

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#82D) '93 Spanish RR Grand Prix
55 minutes from Motovideo.

(#83D) '93 Italian RR Grand Prix
55 minutes from Motovideo.

(#80D) '93 Japanese RR Grand Prix
55 minutes from Motovideo.

(#93D) '93 Austrian RR Grand Prix
55 minutes from Motovideo.

(#84D) '93 German RR Grand Prix
55 minutes from Motovideo.

(#86D) '93 European (Spain) RR Grand Prix
55 minutes from Motovideo.

(#87D) '93 Dutch RR Grand Prix
55 minutes from Motovideo.

(#96D) '93 Australian RR Grand Prix
55 minutes from Motovideo.

(#98D) '93 Malaysian RR Grand Prix
55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT'92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A)Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#410) 1990 World SB Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McEinea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.

■ SPEEDWAY ■■■

(#45B) 1992 US Speedway Nat'l C'Ship
America's top 16 riders go head to head to see who will wear #1 in 1993. Bruce Penhall & Bruce Flanders narrate. 70 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships '91
The best riders on ice from the USA and the world meet at Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

■ CRASHES ■■■

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#147A) Bonzai Blackwater
"High Muddy Water" - the sequel to "Mud Wars" features the latest footage from Blackwater '93 with the most current, thrilling, and spine tingling view of the insanity of this famous motorcycle and ATV extravaganza. 55 minutes from Motovideo.

(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, indycars, and power boats. 60 minutes from Powersports Video.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, pro MX and more. 60 minutes from Powersports Video.

■ DIRT TRACK ■■■

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ on route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

■ VINTAGE ■■■

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc world Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and morel 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scenes of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes; John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Haliman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnellil Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 minutes from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA.

■ ENDURO ■■■

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110B) 1992 Blackwater 100
60 minutes from Motovideo.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo.

■ INSTRUCTIONAL & TECHNICAL ■■■

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#17) How To Buy a Motorcycle
What to look for, to make sure you buy the used motorcycle that is right for you. 30 minutes from Motovideo.

(#18) "Showtime" Jeremy McGrath
It's America's supercross sensation, Jeremy McGrath, in his all-new whirlwind video. Highlights Jeremy's record-breaking '93 season and gives you the inside scoop on Jeremy at practice and play in Southern California. If you're a big Jeremy McGrath fan, you'll have to own this up close and personal documentary. 90 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension set-up and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle set-up and riding techniques for challenging terrain and obstacles. 26 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from DB Sports.

(#100) Rick Johnson's ""Motovation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding, From Street Smarts Video.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

■ DRAG RACING ■■■

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video

■ MOVIES ■■■

(#14) Harley Davidson:® The American Motorcycle
All motorcycle fans will love this exciting trip through the past century of motrcycle history - including everything about the legend of Harley-Davidson. Join Hoyt Axton & nine other famous hosts in the world's only authorized H-D video. 73 minutes from Motovideo.

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group.

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the high line in turn nine to maintain full speed over the double and triple. Wagner took a short cut in the turn and collided with Piasecki, sending him over the top of the berm. Piasecki recovered quickly but not before Giroir replaced him in second place. Wagner took the moto win, but Giroir's steady riding and second-place finishes in both motos gave him the overall victory.

Results

50 BEG: 1. Estevan Moreno (Yam); 2. Adrian Nardoza (Hon); 3. Tommy Shinn (Yam); 4. Tanner Sullivan (Yam).

50 NOV: 1. Ronnie Gamble Jr. (Yam); 2. Sean Shelton (Yam); 3. Ranel Cox (Yam); 4. Michael Beaver (Yam); 5. Chris Mayo (Yam).

50 MOD: 1. Ronnie Gamble Jr. (Yam); 2. Ranel Cox (Yam); 3. Sean Shelton (Yam).

60 (0-8): 1. Chad Lambert (Kaw); 2. Chris Mayo (Kaw).

60 (9-11): 1. Nathan Rivera (Kaw); 2. Paul Burger (Kaw); 3. Andrew Moreno (Kaw); 4. David Moreno (Kaw).

60 MOD: 1. Michael Blose (Yam); 2. Nathan Rivera (Kaw); 3. Nic Shaffer (Yam).

80 BEG: 1. Michael Blose (Hon); 2. Brandon Gilman (Suz); 3. Taylor Vanderpool (Yam); 4. Paul Burger Jr. (Yam); Jason Helcomb (Yam).

80 NOV: 1. Klint LaPlante (Suz); 2. Jason Smith (Suz); 3. Michael Sullivan (Suz); 4. Bobby Sawyer (Yam); 5. Mike Storing (Yam).

125 BEG: 1. Marty Hernandez (Hon); 2. Greg Brydle (Yam); 3. Thomas Stuckey III (Hon); 4. Jerry Davis (Yam); 5. Shawn Dunne (Yam).

125 NOV: 1. George Hammel (Suz); 2. Dan Sutherland (Hon); 3. Michael Weining (Hon).

125 INT: 1. Jeremy Giroir (Yam); 2. Jeff Piasecki (Suz); 3. Jim Wagner (Hon); 4. Michael Calhoun (Kaw).

250 BEG: 1. Chuck Moon (Hon); 2. Thomas Stuckey (Yam); 3. David Jackson (Suz); 4. Tom Shinn (Yam); 5. Jack Ogle (Yam).

250 NOV: 1. David Dahlen (Yam); 2. Chris Jordan (Hon); 3. Chuck Bisceglie (Hon); 4. John Rogers (Hon); 5. Chris Hemmes (Hon).

250 INT: 1. Jeremy Giroir (Yam); 2. Michael Calhoun (Yam); 3. Sean Green (Suz); 4. Jeff Piasecki (Yam).

SR NOV: 1. Ranel Cox (Kaw); 2. Paul Burger (Suz); 3. Rockey Robling (Hon); 4. Stacey Miller (Yam); 5. John Rogers (Hon).

SR INT: 1. Joe Petruska (Hon); 2. Tom Hawkes (Hon).

TROPHYLESS RDER: 1. Alex Hoopis (Suz); 2. Randy Camacho (Suz); 3. Randy Alt (Hon) 4. Don Shinn (Yam); 5. Zach Myers (Yam).

Blackwell, Fick fast at Salem Arenacross

By Clay Light

SALEM, OR, JAN. 7

Honda-mounted Greg Blackwell rode four impressive motos, becoming one of a select few double-class winners during the CMC-sanctioned arenacross racing at the Oregon State Fairgrounds. Blackwell stole the show in the Mini Open and 80cc (9-11) classes, winning both with 1-1 tallies.

Blackwell's toughest competition came in the combined 80cc age group division where he fended off Matt Williams in the first moto and came from behind to overtake him for the win in the second moto.

Win number two came after totally demolishing a good-sized field of 80cc Open contestants. Blackwell's Honda was too much for the field as he flew to 1-1 wins, beating fellow Honda rider Jareld Logan in both contests by large margins to cap the perfect sweep.

One of the evening's largest classes was the combined 60cc Senior/Junior swapfest. Tyler Fick got off the line fastest followed by Jason Evans in the all-Kawasaki field. Fick flew into uncontested wins in both motos.

In Professional action, Team Green's Danny Ulven soared to a first-moto win in the 250cc class but encountered problems in the second moto, allowing Don Bisceglia to pick up the overall win with 2-1 placings. CN

Results

P/W STK: 1. Kevin Dixon (Itj); 2. Jordan Kauffman (Itj); 3. Jesse Duvall (Yam).

60 JR: 1. Brent Line (Kaw): 2. Casey Duval (Kaw); 3. Lee Duval (Kaw).

60 SR: 1. Tyler Fick (Kaw); 2. Jason Evans (Kaw); 3. Derek Walkoski (Kaw).

80 OPEN: 1. Greg Blackwell (Hon); 2. Jared Logan (Hon); 3. Caleb Kauffman (Kaw).

80 BEG: 1. Paul Biosselle (Suz); 2. Levi Kasper (Kaw); 3. Kris Dixon (Hon).

80 (9-11): 1. Greg Blackwell (Hon).

80 (13-15): 1. Matt Williams (Yam).

125 BEG: 1. Andy Garrison (Kaw); 2. John Meusling (Hon); 3. Eric Crieghton (Hon). 125 JR: 1. Ryan Williams (Yam); 2. Jamie Webb (Kaw); 3. Jim Whistler (Hon).

125 INT: 1. Brad Brunkal (Hon).

125 PRO: 1. Tom Crews (Suz).

250 BEG: 1. Paul Meusling (Yam); 2. Rodney Tyron (Yam); 3. Lance Glivinski (Hon).

250 JR: 1. Greg Harmon (Hon); 2. Jason McCafferty (Yam); 3. Jim Whistler (Hon).

UTH JR: 1. Monte Hill (Suz); 2. Doug Gravelle (Kaw); 3. Sam Meyers (Kaw).

OPEN PRO: 1. Don Boespflug (Kaw).

OTH MNY: 1. Keith DiBrino (Hon).

BTH D-1: 1. Jon Kauffman (Hon); 2. Eric Hurphy (Yam).

BTH D-2: 1. Sean Richardson (Hon); 2. Dan Kessler (Hon); 3. J.J.Spencer (Hon).

250 INT: 1. Brad Brunkal (Hon): 2. Brandon White (Suz); 3. Jon Kauffman (Hon).

250 PRO: 1. Don Bisceglia (Hon); 2. Danny Ulven (Kaw); 3. Don Boespflug (Kaw).

50+: 1. Jim Watts (Hon); 2. Randy Layne (KTM); 3. Cliff Kobernik (Suz).

WMN: 1. Lisa Garrison (Kaw); 2. Joni Klein (Suz); 3. Tavniem Stites (Yam).

OT INT: 1. Rob Comstock (Suz); 2. John Meusling (Yam); 3. Skip Waddell (Suz).

OT JR: 1. Jim Watts (Hon); 2. Cliff Kobernik (Suz); 3. Randy Layne (KTM).

OT MNY: 1. Rusty Garrison (Kaw).

the 4th Annual

INDIANA MOTORCYCLE & WATERCRAFT EXPOSITION

January 29 & 30, 1994

The Indiana Convention Center

Indianapolis, Indiana

Dirt Street Custom Watercraft

A MOTORCYCLING and WATERCRAFT Consumer Expo Extravaganza!

In 1994 The Fourth Annual Indiana Motorcycle Expo moves to it's new home at The Indiana Convention Center! 82,500 square feet of PURE EXCITEMENT!

Don't miss these exciting attractions:

AMA Motorcycle Heritage Museum: The AMA Motorcycle Heritage Museum will have a special display of vintage collector bikes!

Hoosier Heroes: A special tribute by Indiana dealers to the Hoosier state's finest riders.

Tiny Tots Test Track: Bring your future riders for their first motorcycle test ride! Training wheels to be provided!

Trials Demonstration Area: 6300 square feet of real "live" trials demonstrations.

Custom Bike Show: An indoor custom bike show for you to showcase your custom achievements. Bikes will be judged by popular vote. Ask your participating Indiana dealer for registration details.

Fashion Show: See what's hot for the fashion conscious rider.

AMA **AMA District 15 Awards Banquet :** The AMA District 15 Annual Awards Banquet will be held in conjunction with the expo, Saturday night in the Convention Center Ballroom.

Coors Light Challenge/AMA Camel Supercross'94: A ticket holder for "The Indiana Motorcycle and Watercraft Exposition" will also receive a special EARLY ENTRY and AUTOGRAPH PASS for the March '94 Supercross at The Hoosier Dome. This represents a $15 value for Indiana's most prestigious motorcycle racing event!

Produced by: Lewis COMMUNICATIONS, INC. P.O.Box 3730 Fullerton, CA 92631 714-680-4486

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BONZAI BLACKWATER

High Muddy Water: Explosive Motorcycle & ATV Wipeouts and More!

(#147A) Deep in the West Virginia mountains rests the quiet town of Davis. During the year, the town's population of 300 lives a calm existence. But like a storming hurricane one weekend a year, the little town gives way to America's Toughest Race. Fifty thousand fans and a large contingent of motorcycle and ATV racers flood the town for the Blackwater 100.

"Bonzai Blackwater - High Muddy Water" is the sequel to "Mud Wars," and gives you the most recent thrilling view of the crashes, splashes and flashes of the famous event. Mud, difficult river crossings, and steep moon rocks make the terrain of Blackwater one of the most unusual videos you'll ever see. Features include live interviews with the racers as they slog their way across the tough West Virginia course. 55 minutes from Motovideo.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

RESULTS

Road Race
WERA Vintage National
Final Standings
By Rick Breckon

VINT 1	
Wm. Murar	
Donald Henry	
Daniel Byerley	
Tom Kerr	
Craig Beckon	
VINT 2	
Bruce Allen	
Bob Gerberich	
Robert Dinneweth	
Tom Keating	
Rick Breckon	
VINT 3	
Douglas Pedrick	
Jesse Morris	
Rich Oldakowski	
Keith Powell	
Peter Pohlman	
VINT 4	
Douglas Pedrick	
Rich Oldakowski	
Jesse Morris	
Tony Lewis	
Keith Powell	
VINT 5	
Ronnie Lunsford	
Aaron Stevenson	
Jake Coye	
Mike Tiberio	
Bob Newby	

Motocross
Woodland MX Park
Woodland, WA
Nov. 20
By Dave Myers Sr.

WEE P/W	
Andrew Carpenter	Suz
Cassandra Smith	Yam
Anthony Sofranko	Yam
Casey Huddleston	Yam
60	
Kelvin Schoen	Kaw
Richard Sipp	Kaw
Brian Sullivan	Kaw
Joey Mancuso	Kaw
MINI JR/INT	
Robby Arlynn	Yam
Joe Pearson	Hon
Denver Smyth	Hon
MINI INT	
Jason Dempsey	Kaw
Paul Conner	Yam
S/MINI	
Jason Dempsey	Kaw
Paul Conner	Yam
Jeramey Armstrong	Kaw
Chris Church	Yam
WMN	
Jenny Pray	Yam
Traci Fleming	Yam
MINI BEG	
Dustin Lyon	Suz
125 BEG D-1	
Jeff Johnson	Kaw
Jay Collins	Hon
Eric Gibson	Suz
Justin Fossum	Suz
125 BEG D-2	
Artie Albert	Hon
John McLaughlin	Hon
Bernabe Lujan	Hon
Tim Meyer	Suz
125 JR D-1	
Robert Holtgrew	Kaw
Garth Ullarko	Hon
Tom York	Hon
Rocky Gilmore	Suz
125 JR D-2	
Jason Baker	Suz
Marc Henderson	Suz
Randy Hindman	Suz
Jacob Pekings	Kaw
125 INT	
David Myers	Suz
Ryan Terlecki	Hon
Brad Hagseth	Hon
Travis Russ	Hon
125 PRO	
Jason McCormick	Hon
Forrest Transue	Hon
David Bailey	Suz
Bobby Havneite	Kaw
Matt McDonald	Hon
250 BEG	
Nick Abbott	Yam
Michael Berry	Suz
Steven Rosen	Hon
Brent Tuttle	Hon
250 JR	
E. Trulson	Suz
Steven Graves	Kaw
Bret Blakely	Hon
Jeremy Skokan	Kaw
250 INT	
Justin Burlingame	Suz
Nick Hanson	Suz
Joel Mower	Hon
OPEN INT	
Kory Crippen	Hon
Robert Johnson	KTM
250 PRO	
Don Boepflug	Kaw
Don Bisceglia	Hon
Terry Hamness	Kaw
OPEN BEG	
Mike Nickols	Hon
Brad Closser	Hon
Jesse Lilly	Hon
OPEN JR	
Mailow Mourer	Hon
Mike Finch	Hon
Doug Ueltschi	Hon
BTH	
Nick Hanson	Suz
David Myers	Suz
Ryan Terlecki	Hon
Cory Bauder	Kaw
UTH	
Steven Oster	Yam
Don Biscealia	Hon
Bart McDaniel	Yam
Monte Hill	Suz
OTH A	
Ron Sun	Hon
Tom Vielle	Hon
Joe Casey	Yam
OTH B	
Tom Poage	Yam
Greg Nelson	Hon
Bruce Isaacs	Hon
Butch Wells	Kaw
OTH C D-1	
Jeff Nelson	Kaw
Joe Norman	Hon
Vincent Kune	Kaw
Len Koolstra	Hon
OTH C	D-2
Gary Bren	Hon
Mike Kuni	Kaw
Vince Mitchell	Hon
Michael Feeham	Yam
OT EX	
Gene Clark	Suz
Jim Harris	Yam
Terry Hamness	Kaw
OT AM	
Mike McDonnell	Hon
James Peterson	Kaw
Mark Powell	Kaw
OT (50+)	
Don Reynolds	Suz
Dick Stidham	Kaw
OT NOV	
R. Davis	Kaw
Len Edwards	Kaw

Ice Race
Electric City Riders
Warners Lake, NY
Jan 2.
By Larry Dagostino

OPEN AM	
Dan Linen Jr.	Hon
Robert Skidmore	Hon
Anthony Rauseo	Hon
James Conklin	Hon
Michael Leslie	Hon
OPEN EX	
Jay Skidmore	Hon
Robert Weiss	Hon
Bill Newkirk	Hon
Keith Santonini	Hon
Stan Nittiskie	Hon
SR B	
Robert Skidmore	Hon
Anthony Rauseo	Hon
Michael Leslie	Hon
Tom Robert	Yam
Dan Stiner	Yam
MINI 50	
Tom Newell	Yam
Michael Alexander	Yam
Lowell Carson	Yam
MINI 60	
Michael Alexander	Kaw
Tom Newell	Kaw
125 AM	
Michael Tomalo	Kaw
Roger Dupuis	Hon
Scott Vandecar	Hon
Dan Nolan	Hon
James McGivern	Yam
250 AM	
James Conklin	Hon
Daniel Linen Jr.	Hon
Robert Skidmore	Hon
Scott Vandecar	Kaw
Joe Demento	Yam
250 EX	
Robert Weiss	Hon
Jay Skidmore	Hon
Keith Sartonini	Hon
Bill Newkirk	Hon
Stan Nittiskie	Hon
HVY SDCAR	
Daniel Welch/ Paul Winegar	Kaw
Edward Radinger/ Ray Vanguilder	Suz
Lee McGregor/ Jim Kislowski	Kaw
LT SDCAR	
William Haas/ Paul Haas	Kaw
VINT	
Eric Kvinlaug	Yam

Send results of races ASAP after the event to : Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

18TH ANNUAL

GATORBACK Nationals

1994 GAINESVILLE, FL

NATIONS FIRST OUTDOOR MOTOCROSS NATIONAL OF 1994

$27,500 PROFESSIONAL PURSE

3 BIG DAYS!

Friday, March 4

Amateur National Supercross

Daytona Round

Honda, Suzuki Contingency

** Dunlop Test & Press Day from 8:00-Noon**

** Special Autograph Session from 12:00-1:00 P.M.**

Saturday, March 5

Amateur National Motocross

Sunday, March 6

Pro 125/250 Motocross Nationals

See all the National Motocross Stars On The Famous Gatorback Track

Gates open 6:30 A.M.
Gates close 10:00 P.M.
Registration 7:00-8:30 A.M.

AMA SANCTIONED

AMA & World Sports Membership Required. Available at Registration.

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UNDER 10 (NOT RIDING) $13
SUNDAY ONLY
ADULT $15
UNDER 10 (NOT RIDING) $7

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P.O. BOX 7698
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NEW VIDEO RELEASES

Now Available Through Cycle News Video Theater

"SHOWTIME" JEREMY McGRATH

(#18) It's America's Supercross sensation, Jeremy McGrath, in his all-new whirlwind video called "Showtime." This 60-minute video not only highlights Jeremy's 1993 record-breaking Supercross season, but gives you the inside scoop on Jeremy at practice and play in Southern California. If you're still wondering who this guy is, then you have to see this up-close-and-personal documentary. Find out why Jeremy McGrath is the Number One Supercross racer in the USA.

Special video features include "The Deuling Jeremies" with Jeromy Buehl; a behind-the-scenes look at preparations for the 1993 MX des Nations; narration by Larry Maiers; and dynamite on-bike footage that has never been seen before. This program is made exclusively for home video and will never be broadcast on television.

Presented by American Honda, Alpinestars, Endura, Sinisalo, Con Limon and Aggression Sportswear. 90 minutes from Motovideo.

Retail price on this release $34.95, includes shipping.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington, England, Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Rio de Janeiro, Brazil, Rnd 13
10/2 Buenos Aires, Arg., Rnd 14
10/16 Catalunya, Spain, Rnd 15

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
4/10 Chaulieu, France, Rnd 1
4/24 Guaruja, Brazil, Rnd 2
5/1 Cosquin, Argentina, Rnd 3
5/15 Bellpuig, Spain, Rnd 4
6/5 Hagabanene, Sweden, Rnd 5
6/19 Kaposvar, Hungary, Rnd 6
7/3 Marijump, Australia, Rnd 7
7/17 Borgo Mag, San Marino, Rnd 8
7/31 Goldbach, Germany, Rnd 9
8/7 Foxhill, England, Rnd 10
8/28 Borgloon, Belgium, Rnd 11

World C'ship 250cc MX Series
3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
5/1 Schwanenstadt, Austria, Rnd 3
5/8 Ernee, France, Rnd 4
5/15 Gdynia, Poland, Rnd 5
6/12 Lommel, Belgium, Rnd 6
6/19 Foxhill, England, Rnd 7
6/26 Holice, Czechoslovakia, Rnd 8
7/10 Uddevalla, Sweden, Rnd 9
7/17 Heinola, Finland, Rnd 10
7/31 Budds Creek, U.S., Rnd 11
8/7 Maracay, Venezuela, Rnd 12
8/21 Suzuka City, Japan, Rnd 13
9/4 Gaildorf, Germany, Rnd 14

World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
6/5 Sverepec, Finland, Rnd 5
6/19 Mill, Holland, Rnd 6
6/26 Blangies, France, Rnd 7
7/3 Agueda, Portugal, Rnd 8
7/17 Fokendange, Lxmbrg., Rnd 9
8/7 Namur, Belgium, Rnd 10
8/21 Holzgerlingen, Germ., Rnd 11

World Championship Supercross Series
10/15 Atlanta, United States, Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

Motocross des Nations
9/11 Roggenburg, Switzerland

AMA Grand Nat'l C'ship Series
3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
4/30 San Jose, CA, Rnd 3
5/7 *Bakersfield, CA, Rnd 4
5/14 Pomona, CA, Rnd 5
5/29 DuQuoin, IL, Rnd 6
6/4 Mineralwells, WV, Rnd 7
6/18 Dallas, TX, Rnd 8
6/25 Lima, OH, Rnd 9
7/2 *Mechanicsburg, PA, Rnd 10
7/9 Lake Odessa, MI, Rnd 11
7/16 Hagerstown, MD, Rnd 12
7/23 *Sedalia, MO, Rnd 13
7/30 Oklahoma City, OK, Rnd 14
8/7 Peoria, IL, Rnd 15
8/10 Rapid City, SD, Rnd 16
8/13 Denver, CO, Rnd 17
8/20 Indianapolis, IN, Rnd 18
8/28 Tulsa, OK, Rnd 19
9/4 Springfield, IL, Rnd 20
9/10 Castle Rock, WA, Rnd 21
9/17 Sacramento, CA , Rnd 22
10/1 *Bakersfield, CA, Rnd 23
10/8 Pomona, CA, Rnd 24
10/16 *Del Mar, CA, Rnd 25
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
1/15 Orlando, FL, Rnd 1
1/22 Houston, TX, Rnd 2
1/29 Anaheim, CA, Rnd 3
2/5 San Diego, CA, Rnd 4
2/12 Tampa, FL, Rnd 5
2/26 Atlanta, GA, Rnd 6
3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
3/6 Gainesville, FL, Rnd 1
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

* AMA/CCS C'ship Cup Series
Florida Region
2/5-6 Bloomingdale, GA
2/19-20 Palm Beach Gardens, FL
3/3-6 Daytona Beach, FL
3/19-20 Palm Beach Gardens, FL
4/23-24 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/9-10 Palm Beach Gardens, FL
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
2/5-6 Bloomingdale, GA
3/3-6 Daytona Beach, FL
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
5/7-8 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
7/16-17 Summit Point, WV
7/30-31 Bloomingdale, GA
9/10-11 Summit Point, WV
9/17-18 Braselton, GA

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI

Great Lakes Region
4/23-24 Grattan, MI
5/7-8 Elkhart Lake, WI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/1-2 Elkhart Lake, WI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/2-3 Topeka, KS
7/16-17 Rockton, IL
8/6-7 Topeka, KS
9/10-11 Topeka, KS

Southwest Region
1/29-30 Chandler, AZ
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

Northeast Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
2/13 Lake Pleasant, AZ, Rnd 1
2/20 Coalinga, CA, Rnd 2
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA National Championship Reliability Enduro Series
3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA National Championship Hare Scramble Series
1/30 Foursche Junction, AZ, Rnd 1
2/6 Hollister, CA, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info 614/891-2425

AMA National Championship Hare & Hound Series
1/23 Lucerne Valley, CA, Rnd 1
2/27 Lucerne Valley, CA, Rnd 2
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10

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GLEN HELEN
EVENT CALENDAR

Sat., Jan. 15	Glen Helen Contingency MX #1
Sun., Jan. 16	Open Practice GP 8-12 MX 8-5
Mon., Jan. 17	Open Prac. - Martin Luther King Day
Sun., Jan. 23	GFI Winter Series MX
Sun., Jan. 30	CRC Grand Prix
Sat., Feb. 5	Glen Helen Contingency MX #2

WHAT'S HAPPENING
Glen Helen Contingency MX-Saturday Racing!!!
Win a Shoei helmet, a pair of J.T. goggles, a FAQ custom paint job, stands and ramps for MMF, pipes from FMF, gifts from FOX, gear from Answer, clutch kits from Barnett engineering, and many other great products! The only Saturday MX around.

PRACTICE INFO:
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 12pm-1pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track

Track Watered and Prepped for Open Practice
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Vintage Motocross
Round 1 of the AHRMA Southeast Regional Championship
Sunday, January 23, 1994
Florida Motosports Complex
Ocala, Florida
This is the same track that will host the opening round of the 1994 AHRMA Vintage Iron National MX Series. All AHRMA and Florida Vintage MX Club classes including Modern Classic (air-cooled / drum brakes - any year)
Swapmeet with NO vendor charge
For more info call:
Eric Kraft days at (904) 332-7571
or Ed Garlin eves at (813) 544-2725
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LAKE WHITNEY, TX
March 18,19,20, 1994

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Teeny Mini thru Over 40
(A Class for Everyone)

CONTINGENCIES:
$61,915 in Factory Contingencies
$100,000 Support Contingencies

TROPHIES: 80", 1st -10th

SCHEDULE OF EVENTS:
Friday, March 18:
* Nat'l. Semi-Final Qualifier
* All Beginner Classes

Saturday & Sunday, March 19 & 20:
* All Regular Classes, 1 moto each day

EXPERT PURSE:
$5,000 + $16,400 Factory Cash

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OPEN PRACTICE TUESDAYS
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All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
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CRC California Race Schedule
100% PRO PAYBACK

Sun., Jan. 16	MX	L.A.C.R.
Sun., Jan. 23	MX	L.A.C.R.
Sun., Jan. 30	G.P.	Glen Helen
Sun., Feb. 6	MX	Sunrise
Sun., Feb. 13	MX	L.A.C.R.

(CMC Event CRC Membership Honored)
CRC Info (805) 272-8889

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Portland Motorcycle 1-503-255-5787

SRA GP California Schedule
Members *Non Members*
Jan. 23 Soboba Indian Reservation
Feb. 27 Glen Helen
Info (714) 957-2985

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

Best in the Desert Silver State Series
1/21-23 Mesquite, NV, Rnd 1
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12-2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Mid-South C'ship Winter Hare Scrambles Series
1/23 Tupelo, MS, Rnd 2
2/6 Centerville, TN, Rnd 3
2/20 Hohenwald, TN, Rnd 4
3/6 Greenville, KY, Rnd 5
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA National Arenacross Series
1/14-16 Guthrie, OK, Rnd 3
1/21-23 Topeka, KS, Rnd 4
2/4-6 Lincoln, NE, Rnd 5
2/11-13 Indianapolis, IN, Rnd 6
2/18-20 Cincinnati, OH, Rnd 7
2/25-27 Denver, CO, Rnd 8

AMA Mega Series
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, Ont., CAN, Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

AHRMA Historic Cup Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/ Battle of Twins Series
3/4 Roebling Road, GA
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

***AHRMA/Vintage Iron National MX Series**
3/5 Ocala, FL
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

***AHRMA/Classic Bike Magazine Dirt Track Series**
2/20 Devils Bowl, TX
3/6 Daytona, FL
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Radip City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

SRAC State C'ship Series
3/6 Colorado Springs, CO
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

V.D.T.R.A. Performance Nutrition Vintage Classics VII
2/5-6 ST Kearney, NE
3/4-5 ST Hope, AK
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
1/16 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
1/16 Charleston, SC
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA Championship Hare Scramble Series
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
2/27 Oklahoma City, OK
3/6 Kirby, AR
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 NAcogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

CMRRA 50cc-125cc C'ship Road Race Series
2/6 Lake Perris, CA
3/6 Palomar, CA
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/7 Lake Perris, CA
9/2-4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

LaPlaya MX GP Series
2/27 Rosarito, B.C., MEX
5/22 Rosarito, B.C., MEX
8/14 Rosarito, B.C., MEX
10/2 Rosarito, B.C., MEX
12/4 Rosarito, B.C., MEX
Info (001-52-661) 22525

MTEG Ultracross Series
1/22 Anaheim, CA
2/26 San Diego, CA
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/ Denver, CO
Info 714/254-3001

AMA Amateur Supercross Series
1/22 Houston, TX
1/30 Anaheim, CA
2/6 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Florida Winter Series
1/22-23 Dade City, FL
1/29-30 Gainesville, FL

Bieffe USA CMA California Winter Series
1/23 Hollister, CA
1/30 Oakdale, CA
2/6 Brentwood, CA
2/20 Hollister, CA
2/27 Sacramento, CA
3/6 Oakdale, CA
Info 209/673-8080

GFI California Winter Series
Northern Series
1/16 Turlock, CA
1/30 Hanford, CA
2/6 Turlock, CA
2/20 Marysville, CA
Southern Series
1/9 Perris, CA
1/16 Perris, CA
1/23 San Bernardino, CA
2/13 Temecula, CA
2/20 Carlsbad, CA
North-South Showdown
3/5-6 Perris, CA
Info 909/371-3434

FMF/CMC Golden State Nationals
Northern Series
1/16 Carson City, NV
1/23 Sacramento, CA
2/13 Marysville, CA
Southern Series
1/16 Adelanto, CA
1/23 Ramona, CA
2/13 Palmdale, CA
Pac-Northwest Series
1/30 Salem, OR
2/20 Salem, OR
Final Showdown
2/26 Adelanto, CA
2/27 Adelanto, CA
Info 619/246-7262

WSMC Road Race Series
1/15-16 Rosamond, CA
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
1/23 Rosamond, CA
2/6 Rosamond, CA
2/20 Rosamond, CA
3/5 Rosamond, CA
3/19 Rosamond, CA
4/2 Rosamond, CA
4/16 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

Old Timers MX Assn MX Nationals
4/2-3 TBA, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
4/28-29 TBA, WA
6/4-5 Edmonton, AL., Can.
6/18-19 Mammoth Lakes, CA
7/2-3 Duncan, B.C., Can.
7/16-17 TBA, WY
7/30-31 TBA, OR
9/3-4 Fernley, NV
Info 714/633-9503

Central Arizona Trials Series
1/23 Florence, AZ
2/6 Phoenix, AZ
2/20 Phoenix, AZ
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

JANUARY						
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Jan 14-15
OKLAHOMA ARENACROSS
• Mike Kidd Promotions, AMA Nat'l Arenacross Series, Lazy E Arena, Oklahoma City. Info: 817/834-2298.

Jan 14-16
MICHIGAN ARENACROSS
Darden Motor Sports. Michigan State Fair, Detroit. Info: 313/229-9719

Sat, Jan 15
CANADA ICE RACE
CMA, Quebec Regional Ice Racing Series, Kahnawaki, Quebec. Info: 514/654-8193, (514) 657-2086.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OHIO MOTOCROSS
•American Motosports, Inc., Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Farigrounds, Salem. Info: 503/777-2929.
NEW MEXICO MOTOCROSS
• R&S Kawasaki, New Mexico State Indoor MX Championship, Tingley Coliseum, Albuquerque. Info: 505/292-6692.
NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.
WYOMING SHORT TRACK
MotorSports of America, Indoor Short Track, Casper Event Center, Casper. Info: 800/544-8714.

Jan 15-16
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
PUERTO RICO DRAG RACE
NHRA/Sal Ramos Express 7-second Club, Puerto Rico International Speedway, Salinas. Info 407/738-2483.

Sun, Jan 16
CALIFORNIA MOTOCROSS
GFI North [illegible] Series Round 3, Prairie City [illegible] Sacramento. Info: 209/673-8080.
CANCELLED
CALIFORNIA MOTOCROSS
CMC, Golden State National, Rd. #2-So., Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Old Timers/CRC, L.A. County Raceway, Palmdale. Info: 714/633-9503.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Metcalf Park, San Jose. Info: 408/972-8063.
CALIFORNIA DIRT TRACK/TT
Triple M Racing Promotions, Tulare Cycle Park, Tulare. Info: 209/685-0503.
CANADA ICE RACE
CMA, Quebec Regional Ice Racing Series, Pointe Calumet, Quebec. Info: 514/654-8193, (514) 657-2086.
IOWA TRADE SHOW
J&P Promotions, 14ih Annual Motorcycle Parts Extravaganza, DowNtown River Center, Davenport. Info: 319/462-6011.
MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.
MINNESOTA ICE RACE
D.T.R.A., Elk Lake, Zimmerman. Info: 612/560-7818.
NEVADA MOTOCROSS
CMC, Golden State National, Rd. #2-No., Silverstate Raceway, Carson City. Info: 702/267-4392.
NEW YORK MUD SCRAMBLE
Square Deal Riders M/C. SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.
NORTH CAROLINA MOTOCROSS
N.A.M.E., Carolina Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.
OHIO MOTOCROSS
•American Motosports, Inc., Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057
OHIO SWAP MEET
J&P Promotions, 6th Annual Motorcycle Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.
SOUTH CAROLINA ENDURO
SE&TRA Swamp Fox Enduro, Charleston. Info: 803/553-1463 or 553-3473.
SOUTH CAROLINA ENDURO
SETRA & FTR, The Family Riders Motorcycle Club, Francis Marion National Forest, Charleston. Info: 803/553-3473.
TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.
WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920.

Fri, Jan 21
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/ 596-2057.

Jan 21-22
OHIO SHORT TRACK
MotorSports of America, Indoor Short Track, SeaGate Centre, Toledo. Info: 800/544-8714.
SOUTH DAKOTA SHORT TRACK
MotorSports of America, Indoor Short Track, Sioux Falls Arena, Sioux Falls. Info: 800/544-8714.

Jan 21-23
KANSAS ARENACROSS
• Mike Kidd Promotions AMA Nat'l Arenacross Series, Kansas ExpoCentre, Topeka. Info: 817/834-2298.

Sat, Jan 22
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/ 596-2057.
NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.
WASHINGTON MOTOCROSS
CMC/Webb Hill Raceways, Northwest Arenacross Nationals, Tacoma Dome, Tacoma. Info: 206/854-0769.

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Old Timers MX Association Race Schedule
Sun., Jan. 16 LACR MX CRC
Sun., Jan. 23 LACR MX CRC
Sun., Jan. 30 Glen Helen G.P. CRC
For Information Call (714) 633-9503

Australian Motorcycle GP Tour
March 15-25, 1994
1-800-500-AUST

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Land O' Lakes, FL 34639
(813) 996-3754

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GFI RACING (909) 371-3434
Sun., Jan. 16 1994 GFI Winter Series - Rnd 2 Perris
Sun., Jan. 23 1994 GFI Winter Series - Rnd 3 Glen Helen
Sun., Feb. 13 1994 GFI Winter Series - Rnd 4 Temecula
Sun., Feb. 20 1994 GFI Winter Series - Rnd 5 Carlsbad
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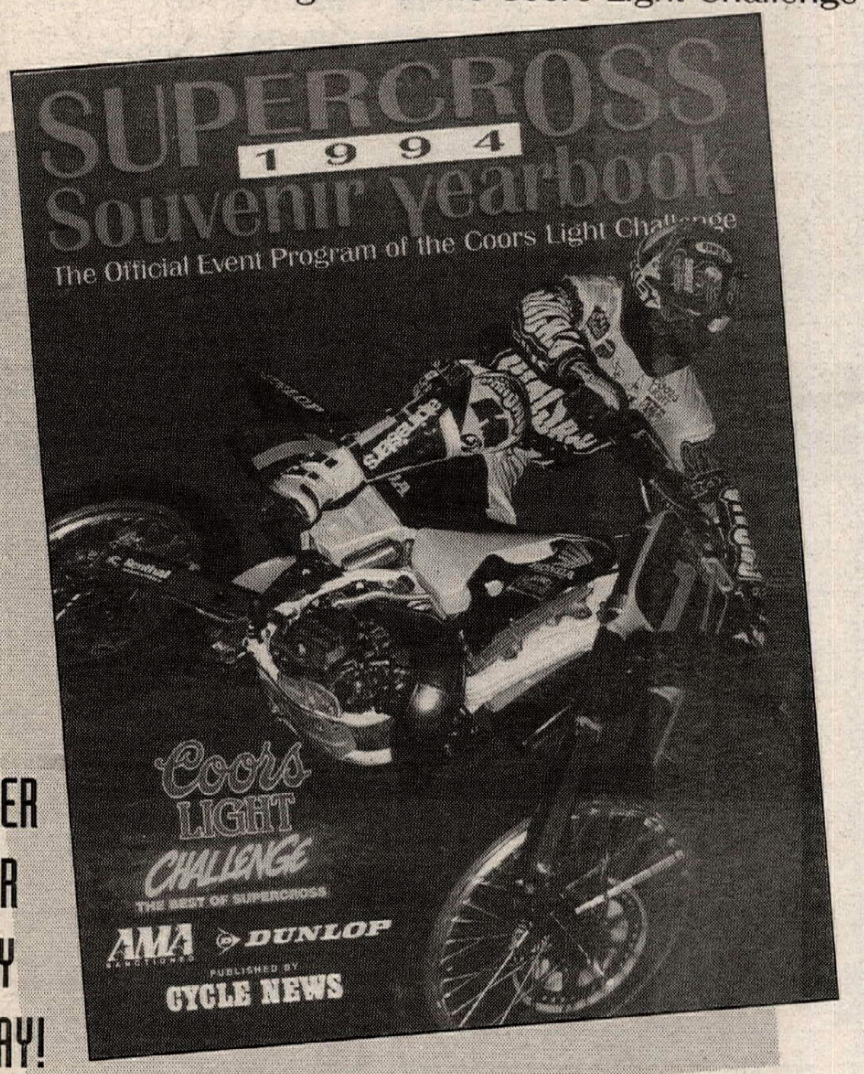
The Official Event Program of the Coors Light Challenge



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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Jan 22-23

CALIFORNIA DUAL SPORT
AMA D-37 Calif. Trail Rides, Desert Sports Center (Sat.), Heritage Inn (Sun.), Ridgecrest. Info: 714/992-9291.

Sun, Jan 23

ALABAMA MOTOCROSS
Iron Man Motocross, Warrior. Info: 205/663-0963.

CALIFORNIA GRAND PRIX
Two hour Endurothon Series, San Jose Speedway. Info: 408/224-4412 or 408/295-6906.

CALIFORNIA MOTOCROSS
Old Timers/CRC, L.A. County Raceway, Palmdale. Info: 714/633-9503.

CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
CMC, Golden State Nationals, Rd#3-So., Barona Oaks Raceway, Ramona. Info: 619/246-7262.

CALIFORNIA MOTOCROSS
CMC, Golden State Nationals, Rd#3-No., Sacramento Raceway, Sacramento. Info: 916/366-7368.

CALIFORNIA MOTOCROSS
CMA, Bieffe, USA/California Motocross Assoc., California Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.

CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.

CALIFORNIA GRAND PRIX
Sandhill Ranch Marathon, Brentwood. Info 209/524-7013.

CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Laouche, Quebec. Info: 514/654-8193, (514) 657-2086.

FLORIDA MOTOCROSS
South Florida Mx Championship Series, County Line, Ona. Info: 813/751-2116.

ILLINOIS SWAP MEET
J&P Promotions, 8th Annual Motorcycle Parts Extravaganza, Belle-Clair County Fairgrounds, Belleville. Info: 319/462-6011.

MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.

MISSISSIPPI HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Tupelo. Info: 615/331-1475.

MINNESOTA ICE RACE
D.T.R.A., Centerville Lake, Centerville. Info: 612/560-7818.

NEW YORK ICE RACE
Electric City Riders, Warners Lake, East Berne. Info: 518/374-7979 or 518/452-2503.

NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.

OHIO MOTOCROSS
• AMA/American Motosports, Inc., Marion County Fairgrounds Coliseum, Marion. Info: 614/596-2057.

OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.

SOUTH CAROLINA MOTOCROSS
• Chris Boyd-Low Country Mx, Hardeeville. Info: 803/757-4226.

TENNESSEE POKER RUN
Knobby Trax, Dallas Ricker Racing Complex, Greenville. Info: 615/753-5819.

TEXAS SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Astroarena Complex, Houston. Info: 319/462-6011.

WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

Sat, Jan 29

GEORGIA MOTOCROSS
Thunder Creek Mx, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des Moines. Info: 515/265-6439.

NEW YORK SHORT TRACK
• On Time Productions of NY, Inc., Orange County Fair Arena, Middletown. Info: 914/343-4826.

PENNSYLVANIA DIRT TRACK & MX
Trail-way Speedway 21st Annual Awards Banquet, Ramada Inn, Gettysburg. Info: 717/359-4310.

TENNESSEE MOTOCROSS
Sloans Honda Yamaha Suzuki, Calsonic Arena, Shelbyville. Info: 800/342-1681.

Jan 29-30

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Bradenton. Info: 407/264-0559.

Sun, Jan 30

CALIFORNIA SUPERCROSS
AMA Amateur Supercross Series/Mickey Thompson Entertainment Group, Anaheim Stadium, Anaheim. Info: 714/254-3001.

CALIFORNIA GRAND PRIX
CRC, Diamond Head, Glen Helen OHV Park, San Bernardino. Info: 805/272-8889.

CALIFORNIA GRAND PRIX
Old Timers/CRC, Glen Helen Raceway, San Bernardino. Info: 714/633-9503.

CALIFORNIA MOTOCROSS
CMA, Bieffe, USA, California Motorcycle Association, California Winter Series, Pioneer Speedway, Oakdale. Info: 209/673-8080.

CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills G.P. Track, Hollister. Info: 408/972-8063.

CANADA ICE RACE
CMA, Canada Cup Transcycle/Produmax Ice Racing Series, Montreal, Quebec. Info: 514/654-8193, (514) 657-2086.

FLORIDA MOTOCROSS
South Florida Mx Championship Series, RPMC, Homestead. Info: 305/880-5822.

KENTUCKY OFF ROAD/POKER RUN
Daniel Boone Motocross Park, London. Info: 606/877-1364.

MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA District 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS ICE RACE
• GJM Hamilton Rod and Gun Club, Sturbridge. Info: 508/943-9197.

NEW YORK ICE RACE
• AMA, Dist. 34, Tri State Motorcycle Club, Kriger Park, Woodridge. Info: 914/564-4814.

NEW YORK SCRAMBLES
Square Deal Riders M/C, SDR Raceway, Mud Scrambles, Harpursville. Info: 607/723-2387 or 693-2634.

OREGON MOTOCROSS
CMC, Golden State National Rd#1, Salem Arenacross, Salem. Info: 503/928-4474.

SOUTH CAROLINA ENDURO
SE&TRA 25th Annual Sumter Enduro, Wedgefield. Info: 803/469-0359

TENNESSEE MOTOCROSS
Dallas Ricker, Winter Motocross Series, Dallas Ricker Racing Complex, Greeneville. Info: 615/234-0772.

WISCONSIN ICE RACE
Southeastern Short Trackers (SST's) through AMA. Lake Koshkonong-Sunset Lodge, Fort Atkinson. Info: 414/353-5920

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

Motorcycle/PWC Technician
Position requires 2 years minimum dealership experience, top pay plus vacations, uniforms, medical and dental insurance and profit sharing. Come live in the beautiful mountains of N.C. where the riding is great and the cost of living is low. Call Mr. Rudd at (704) 253-5648. MR Honda Kawasaki Yamaha Sea-Doo. NC. (250-03)

Colorado Needs You Now!
Parts manager wanted for popular western Colorado motorcycle, atv, snowmobile, watercraft dealer. Small town with large clientele. Over 300 days of sun each year, easy commute, no pollution. Person must be a team player. Only experienced need apply. Send references and resume to 219 W.Hwy50, Gunnison, CO 81230. CO. (350-04)

Motorcycle Sales
Orange County Suzuki dealer needs experienced sales person. Call Marc (714) 893-5091. CA. (350-02)

Sell Bikes at the Beach
Del Amo Suz/Kaw/Yam/Sea-Doo has openings for experienced motorcycle/watercraft sales people. Top commissions paid. Call Dave or Scott (310) 372-8891. CA (201-02)

Service Technician Wanted
Midwest dealership. Busy year round. Yamaha, Sea-Doo, Polaris; motorcycle, watercraft, atv. Call Rich at Celli's Cycle. (308) 635-0622. NE. (350-04/EOI)

Bert's Motorcycle Mall
Bert's is now excepting applications for the 1994 season. We are looking only for the best people-sharp/aggressive, willing to go the extra mile to make the sale. Applications are being excepted for sales mgr., sales, F&I, service, parts department (parts person bilingual prefered). Come work for the best. Checkout our track record, #1 Suzuki dealer '92/'93, #1 Sea-Doo dealer '89/'90/'91/'92/'93, Top (5) Honda '89/'90/'91/'92/'93, #1 used motorcycles-Calif. Send in resume to Ron Seidner or call for appointment (818) 334-1288. 900 W.Foothill Blvd., Azusa, 91702. CA. (201-02)

Parts Person
Experience preferred, will train right person. Contact Mo. (310)427-2779. CA. (201-02)

Sales Person Wanted
Fast growing Suzuki dealership looking for sales person. Pay plus commission, motorcycle sales experience. Ask for Jean or Ali. (805)254-2929. CA. (201-02)

Parts and Accessories Manager
Vance & Hines Racing is seeking a parts and accessory manager who is uniquely qualified to work in the sport bike market. The selected candidate must possess expert knowledge of Sport bike hi-performance products for street bikes as well as race bikes. Requirements: 5+ years working with motorcycle parts and accessories. PC proficiency. Strong organizational and leadership skills. In this position you will be reasponsible for organization, inventory control and growth of the entire V&H parts division. Our company offers a complete benefit package along with career growth potential. Please send your resume (no phone calls please) to Vance & Hines Att: Mr. Salazar 14010 Marquardt, Santa Fe Springs, CA 90670. (201-02)

MECHANIC/PARTS PERSON. H-D BMW McCoy. US 41, Green Bay, Wisconsin 54303. (414) 494-5256. WI. (246-TFN)

Apprentice Mechanic-Florida
Entry level technicians to do set-ups and PDI's on motorcycle and watercraft. 5 day week, good pay. Taking applicants for mid-January and mid-February openings. Send applications to: Honda Suzuki Kawasaki West, 13521 N.Florida Ave., Tampa, FL. 33613. (201-02)

Experienced Mechanic
Needed for 4-line dealer in rural California area. Good pay and benefits. Year-round work. References required. Central Coast Cycles, Santa Maria, (805) 928-2050. CA. (202-03)

Technician-Experienced
Rare opening for experienced mechanic. Top pay and benefits. 5 day week. Multi-line dealer. Send or fax resume to: Honda Suzuki Kawasaki West, 13521 North Florida Ave., Tampa, Florida 33613. Tel. (813)968-7888, fax (813)968-8448. FL. (201-03)

Help Wanted
Opening 2nd full line Yamaha dealership. Want top-notch store manager, sales, parts counter, service. Top pay and benefits for highly motivated self starters. Call Dave Walters at (214) 423-4089 or write Central Yamaha, 1627 N. Central Exp., Plano, TX 75075. But don't bother us unless you're willing to work your butt off! TX. (201-03)

R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

PARTS MANAGER: Live, ride, work in sunny southern California desert. Clean air, no traffic, no stress. Are you good with customers, honest, motivated? Good product knowledge? If so, call us now! Don't let this golden opportunity pass you by. Dan Devlin. (602) 763-2453. CA. (101-04)

Key Management Personnel Wanted
Large metropolitan multi-line dealer. Experienced knowledged applicants only. Pay commensurate with experience. Call Whitey at New York Motorcycles. (718) 479-7777. NY. (201-03)

Set Up & Make Ready Tech.
Woods Honda Kawasaki Yamaha Sea-Doo Fun Center has an immediate opening for a qualified Assembly Technician. Great benefits and the best dealership in the best city in Texas. Join our fun team, 6509 N.Lamar, Austin, Texas, 78752, (512) 459-3311. TX. (301-02)

EXPERIENCED TECHNICIANS-Milwaukee's finest Honda/Suzuki dealership. Modern facility. Excellent pay and benefits. Call Phil (414) 764-2800. WI. (302-08/EOI)

HONDA SERVICE MANAGER and mechanic. Buena Park Honda. Ask for John. (714) 521-3642. CA. (202-03)

Sunny California Awaits!
Salinas M/C Center. The largest dealer on the central coast is looking for a top notch jet ski mechanic. This market is growing quickly for us. Motorcycle experience is a big plus. We need you now! Great people, great weather, great pay plan to the right person. Call (408) 442-3511, ask for Michael. CA. (202-04)

Experienced Technicians Wanted
Downers Grove Yamaha-DGY Racing: Illinois leading service center needs two motivated mechanics to perform high quality service work on motorcycles, personal watercraft, and snowmobiles. Five years experience required. Call Harry at (708) 971-2602 or send resume to: 330 Ogden Avenue, Downers Grove, IL 60515. IL. (202)

Shop Foreman/Technician/Parts
Progressive Colorado Honda/Kawasaki/Suzuki dealership has openings for professional service technicians and parts personnel. Year round emloyment and paid vacations. Contact Bill at 1(800) 332-9253. CO. (302-03)

NEED EXPERIENCED MECHANIC for Honda dealer. Up to $20 per hour. (815) 459-1631. IL. (302)

Expanding Multi-Line Pwc, Atv & M/c
Dealer needs experienced pros to fill all areas; sales, parts and service. Contact Dave Lella at Sunwest Sports, 958 Lel Sobrante Road, Corona, CA 91719. (909) 735-7721. CA. (202-04)

Technicians Wanted
Newest most modern dealership in the country. Located in south central Texas. Authorized dealer for Honda, Suzuki, Kawasaki, Yamaha, Polaris and Tigershark. Technicians needed for motorcycle, ATV, watercraft. We offer competitive pay scale, benefits, vacations. Large modern service dept. with year round business. Ask for Tom ext. 140 or fax resume to (210) 696-2466, (210) 696-2000. TX. (202-05)

Technician Wanted in Colorado
At the base of Rockies. Yamaha and Suzuki motorcycle, atv, watercraft and snowmobile. Pay according to experience, team player. Fort Collins Yamaha Suzuki (303) 498-8858. CO. (202-03)

Motorcycle/Watercraft Salesperson
Wanted for no. California volume Yamaha dlr. Must have m/c sales experience. Ask for Steve (510) 798-2580. CA. (202-04)

Parts Person
Yamaha Pacesetter dealership has an immediate opening for an experienced parts counter person. Contact Allen (510) 798-2580. CA. (202)

Exp. Help Wanted
Honda dealership ground floor operation, lightspeed computer experience helpful. Need partsperson, salesperson, service writer/mgr. Please send resume to: Division O, P.O. Box 498, Long Beach, CA 90801-0498. CA. (302-03)

MOTORCYCLE POWER PRODUCTS instructor. Full time teaching position in new private technical school in northeast. Minimum of 5 years experience as master mechanic, power product technician, Japanese experience a must, teaching experience a plus. Seeking motivated, creative energetic individual. Send resume to: MTTI, Ward Ring, 54 Water St., E.Providence, Rhode Island 02914 or call (401) 434-4840. RI. (302-03)

POSITION WANTED

Racing Mechanic
Supercross and shop experience. Looking for pro or amateur rider on west coast, will work out of Phoenix area. Michael. (602)516-9549. AZ. (301-04)

BUSINESS OPPORTUNITY

Kawasaki Parts
Multi-line dealer to clean out inventory of slower moving parts. All in original package or parts bin. $56,500 at current dealer net. Sell for $6,000 or will trade for used motorcycle(s). In boxes, on pallets, ready to ship. Call Honda Suzuki Kawaski West, Tampa. Ask for Don (813) 968-7888. FL. (201-02)

Venture Capital $ources
3916 Kemp-L-2, Box 221, Wichita Falls, Texas 76308. (817) 322-8424. TX. (301-02)

Business Opportunity
25 year Suzuki dealership in valley, complete with fixture, shop equipment, computer and new parts. Terms available. Call (805)254-2936 ask for Sayani. CA. (201-02)

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VINTAGE RACERS. '66-'76 Husky parts. I have almost everything you'll need. Motors rebuilt and painting to complete bikes. (h) (619) 598-8374, (w) (619) 744-8052. CA. (347-04/C)

2 1973 Honda CR250Ms
One mint condition, one sev. #343. Both $2,450. (909) 591-3432. CA. (148-02/C)

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1974 YAMAHA TY80A mini trials-best offer. Wanted: 650 Yamaha flat track frame or roller. Trade? (612) 395-2696. MN. (101-02/C)

WANTED: NORTON COMMANDO Interstate tank, side covers and seat or large Cafe tank, also any Norton Performance parts. (319) 243-8159. IA. (301-02/C)

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From private collector for sale or trade. Dale, 2560 C.N., Faxon Avenue, Memphis, TN 38112. (901)323-5569. TN. (301-04/C)

MUSTANG MOTORCYCLE PARTS NOS and repo, almost anything you need to repair or restore your Mustang. (510)483-2253. CA. (101-04/C)

BSA B 50 MX low miles Westlake head and barrel-AJS 250 Stormer, like new-Honda MT 125 road racer, with spares-Armstrong 250 road racer-1947 BSA B31-1961 Mustang Stallion, restored, nice. (510)483-2253. CA. (101-04/C)

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Join the VDTRA today. New associate members receive newsletter, race shirt, decal and more. Send $20, plus $3.00 S&H and shirt size to: J. Isaacs VDTRA, 4729 South, 31 West Ave., Tulsa, OK 74107-7553. (101-04/C/P)

1973 Bultaco Pursang
V.G.C. original, stock, free shipping $750. firm. Call John. (414) 863-6016. WI. (301-02/C)

1974 Laverda SF2
15,000 miles, new paint, tires, brakes, tune-up, battery. Looks, runs very good. $1,900. (502) 782-6285. KY. (101-02/C)

Wanted Rokon Short Tracker
Complete or rolling chassis, also any Rokon parts, engines, pistons. Call Don. (512) 368-6311. TX. (301-04/C)

Classic Racebikes
Manx Norton 500cc as raced by Lance Weil, 1960s, English champion $21,500. 1974 TZ-700A restored original, matching numbers, beautiful $18,000. 50cc Works, Minarelli as raced AFM and AMA title champions. $6,000. Can view. (213) 469-0643. CA. (301-02/C)

Don't Thump Alone-Join Us!
Receive a dynamite club t-shirt, a quarterly magazine, decal and more. Send $20 and shirt size to: Four Stroke Singles National Owners Club, Jack Robinson, Director, P.O. Box 1804, Hutchinson, KS 67504-1804. (316) 663-1869. KS. (102/C/P)

Motorcycle Garage Sale
Norton 850 MKIIA, very trick, rare, show winner, $6,000. Dirt track ABC leathers 6'0", 150lbs. $250, Honda 50cc MB5 19 original miles $800, Kaw AR80 125 original miles some parts missing $650, Triumph 1978 T140V 6,000 miles, mint condition, show winner $4,000. (616) 795-9470. MI. (102-03/C)

1974 HONDA CR250, just tuned-up, original except pipe, handlebars. Excellent condition, low hours. Best offer. (215) 429-4145. PA. (102-04/C)

CYCLE NEWS®

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	6 months	25 issues	$38.00
	Trial sub.	15 issues	$23.00
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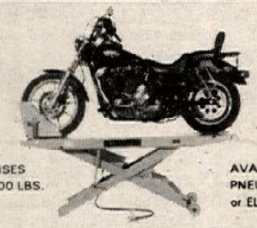

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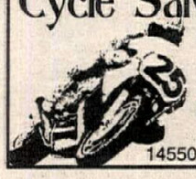

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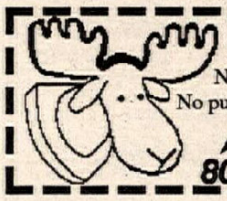

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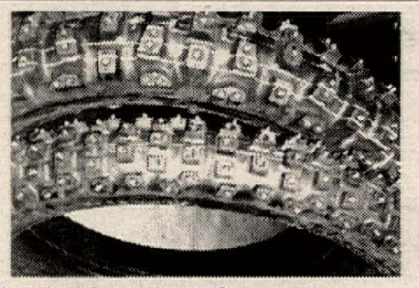

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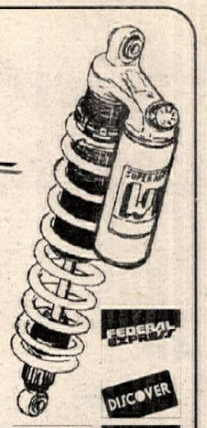

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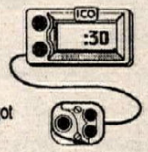

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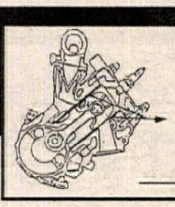

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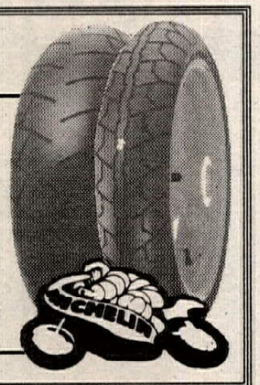

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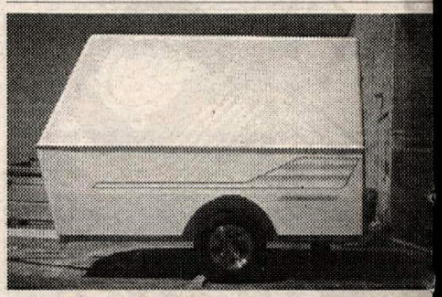

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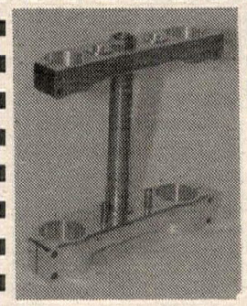

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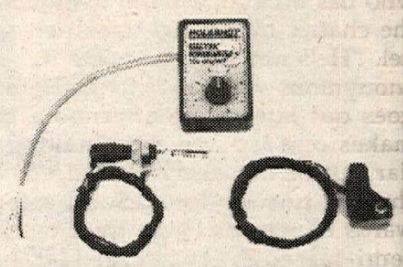

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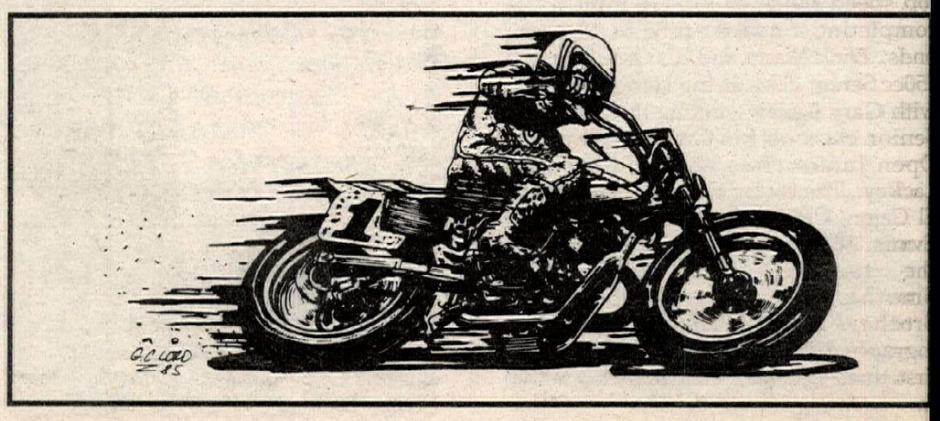
1992, black, Bartel's pipe, rearsets, Screamin Eagle ignition, air filter; 0.10 over pistons, two discs in front, braided lines, oil cooler, many spares. Never down. $5,300. (619) 462-1382. CA. (302-05)

1989 Yamaha FJ 1200
3,400 miles, adult owner, never down, Corbin seat, orig. seat, new Metzeler, soft luggage, shop manual, always stored inside garage, $4,500. Call Skip, evenings or leave message (713) 464-1728. TX. (302-05)

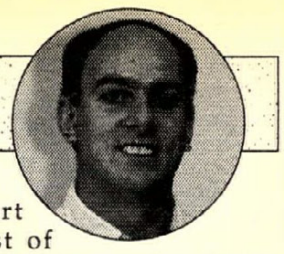
'91 GSXR1100 Parting Out
Motor, frame with title, many other parts, front end. Also 1990 GSXR750 parts. Beeper# (212) 358-7858, home (718) 932-5596. NY. (302-03)

Ducati 750 Cortez Replica
FBF race motor, fast! Never crashed. Call for details. (703) 793-0365. VA. (302-03)



CHICANERY

By Henny Ray Abrams



I am sitting in the east grandstands at Daytona International Speedway on a brisk winter day and I am watching a pickup truck tow Miguel DuHamel and his Harley-Davidson VR-1000 less-than-superbike back to the pits for the second time in about an hour, and I am trying to remember when the last time a motorcycle that was towed back to the pits twice, against traffic, won the Daytona 200 by Arai, or by anyone for that matter. I am stumped, though judging from how things are going on the track, it doesn't appear that I'm the most stumped guy at Daytona on this day.

The Daytona 200 is 82 days away as I watch, and if I were a betting man I would bet that Miguel DuHamel need not worry about smuggling the winner's trophy back to Canada at this point, eh. I would also bet that the Harley will not be on the starting grid when the race starts, not because - as some might fear - it won't be able to qualify for the 80-rider field, or will be bringing up the rear of the Harley parade, or an appeal to field a second rider with a pickup truck will be denied, but because Harley-Davidson, true to their word, will not introduce the VR-1000 until it can complete more than three laps of a race track without the aid of a tow rope.

I am not the only doubter at the track this crisp December day. In the grandstands is a fellow motorhead who has brought a radio to monitor the chatter of various track personnel. "He's not going to make it," an anonymous voice says as DuHamel goes out late in the afternoon. He makes one lap and pits, making a liar out of the disembodied voice, though not for long. Soon afterwards he returns to the track on the semi-faired, very secret Harley. "He'll be back," the voice with no-name says and, sure enough, he comes to a coasting halt in front of a tour van in the West End Horseshoe. Inside the van, one can only imagine what the tour guide is saying. "Ladies and gentlemen, to our left you will see Daytona's famed banking and on our right you will see Miguel DuHamel hitching a ride back to the pits after his alternator just alternated between working and not working. Anybody hungry?"

After some fiddling, testing continues and twitching fingers grasp digital watches hoping to quantify the ability of the ultra-secret black beast at which a group of tourists from Anywhere, USA has just had a pretty good gander. There is more to gawk at. Fritz Kling is riding an equally secret white beast, though with somewhat more success. He hasn't been towed back to the pits, though he did make a U-turn once in the International Horseshoe to return there. You ask: "Has anyone ever won the Daytona 200 by making a U-turn in the horseshoe?" Exactly!

DuHamel's best flying lap is a 1:57.5, a time that sends the pundits rushing for the reference books, which must be misplaced because all they can find is a cooler full of beer and some cameras. The books will be referenced later. Hmmm, a 57.5 would put him, let's see, second fastest 250. Certainly if DuHamel had more time to sort out the suspension, gearing, and tires, his times would drop. Then again, so would Harley's profits. They're spending about $3500 per day for the track and by the time he's sorted everything out they'll have spent more money fixing this thing than NASA spent correcting the astigmatism of the Hubble telescope, which, by the way, has yet to complete a lap of Daytona.

Lest you think that I am being unduly harsh about this project, let me attempt to dissuade you, the reading public. Harley has a proud history of building great race bikes and they win nearly every dirt track that Ricky Graham doesn't. Not only that, but they won every H-D 883 TwinSports race as well as every H-D 883 Dirt Track event, not to mention the Harley-Davidson Continental Cup Championship - every damn one. Looked it up myself.

We know they're serious about winning the AMA Superbike Championship because if they weren't, why would this all-American company, this company that's as American as preservative-enhanced apple pie, liposuction, and drive-by shootings, go out and hire a French-Canadian to ride it? Answer me that, ya hoser. The ink on the North American Free Trade Agreement (NAFTA) is barely dry and already it impacts superbikes. (NAFTA, not the ink.) And you thought Ross Perot was kidding when he said all the good jobs would go across the border? Wrong border, Roscoe. That giant sucking sound Perot spoke of? - that's DuHamel's accountants vacuuming out the Harley till.

There exists a rumor that the good folks in Milwaukee were sensitive to hiring a non-U.S. citizen, or, to be more politically correct, someone who is "green card-challenged." The rumor has one of the sticking points in his contract being H-D's insistence that Miguel DuHamel change his name to Mike Hammer. Did anyone ask Stacy Keach about this? Remember, this is just a rumor that I'm trying to start. Send your cards and letters to each other.

More likely, they wanted the best rider available because the last thing they'd want to do is pin the hopes and dreams of Milwaukee entirely on someone who wasn't up to the challenge of greater heights. DuHamel is an inspired choice. After all, what other former Grand Prix rider can claim to have put a half-million dollar YZR500 Yamaha in a tree? And not a little tree, but a Malaysian tree of many rings - a tall woody plant in which you could build a tree house that would shelter Delaware.

Last year, aboard a very competitive Muzzy Kawasaki, DuHamel managed to stay out of the forest and seemed to gain confidence with every race. (I'm being serious now, in case you hadn't noticed.) His finest effort was the last of the year, a stirring heads-up win over AMA Superbike Champion Doug Polen on the dangerous bends at Sears Point. It had taken him nearly the entire season to get over his year of racing a Grand Prix bike for a team that's as organized as a food fight. If he brings that confidence and momentum to his new home, DuHamel will bring an excitement to racing heretofore unseen. If not, he'll have found someplace new to tree-park his bike.

If I may get serious again for a minute, and just a minute, I will admit to hoping the best for the VR-1000 for a number of reasons. The first is the name. Harley-Davidson knows a thing or two about creating brand loyalty and their mystique is unmatched in American motoring. Having that attached to the highest level of American road racing has got to be a plus, regardless of its success. Secondly, it will force the rule-makers to treat Harley like it would any other V-twin, say Ducati - unless, of course, they exempt Harley from the weight rules and apply them only to V-twins or four-cylinder machines with names that end in a vowel. The multitude of whiners who claim the AMA is Harley-friendly will have a field day keeping all parties honest, assuming, of course, the whiners don't get a life before the season starts.

And, finally, like the ill-fated NR Honda, the initialized VR will spawn a torrent of opprobrium. Very Repairable, Velvet Rattler, Vega Racer, Velocity Reluctant, Vibrating Rock.

Let the games begin. CN

When he's not hiding in the grandstands at Daytona International Speedway - shooting spy photos of Harleys through a chain-link fence - Henny Ray Abrams works in the photo department at United Press International (UPI) in New York City. Abrams is a long-time contributor to Cycle News, covering everything from road racing to dirt track...Editor.

LOOKING BACK...

25 YEARS AGO JANUARY 28, 1969...

Suzuki's 1969 lineup of motorcycles was featured in issue #2 of *Cycle News* in 1969 with the **Rebel** leading the way. The 350cc two-stroke streetbike produced 39 hp with a top speed range of 105-110 mph while completing a quarter-mile in 13.8 seconds...**Dick Mann** and his Ossa won the 250cc Senior class at the Hangtown MX, with **Gary Bailey** winning the 251-Open Senior class on his Greeves. The 251-Open Junior class was won by **Brad Lackey**...The racing Evans brothers from El Cajon, California, **Pat**, 14, and **Kelly Evans**, 16, were featured in a story on the teenage road racers...**Dick Smothers**, co-star of the Smothers Brothers Comedy Hour, was photographed after taking delivery of the first three-cylinder BSA Rocket 3 world in the world...The 125cc Amateur/Expert class at the Manteca Winter Scrambles was won by **Kenny Roberts** and his Suzuki with the 375cc Expert class win going to **Bob Grossi**...Speedway racers **Dwayne Keeter** and **Chuck Jones** were impressive in their Australian speedway debut at the Sydney Speedway Royals...A 1954 Norton International, the road-going version of the Manx Norton, was selling in the Want Ad section for $575...

15 YEARS AGO JANUARY 24, 1979...

Mxer **Donnie Cantaloupi** graced the cover, styling through the mud at the second round of the CMC Golden State Series. The Californian won the 125cc class, joining 250 and 500cc class winners **Danny Chandler** and **Rex Staten**...**Kenny Roberts** re-signed with Yamaha to contest the 1979 500cc World Championship Road Race Series...**Pat Hennen** regained consciousness three weeks after his crash in the Isle of Man TT, and was undergoing therapy in a northern California hospital...Dirt tracker **Mike Kidd** signed a sponsorship deal with the U.S. Army...**Kawasaki** introduced the Z500 streetbike in Europe...AMA Executive Director **Lin Kuchler** was featured in an interview, stating that "the most important program is to increase the membership." The membership of the AMA at the time was 100,000, according to Kuchler...A 1972 Harley-Davidson XR750 dirt tracker was for sale for $5000 in the Want Ad section...

5 YEARS AGO JANUARY 18, 1989...

Damon Bradshaw graced the cover of issue #2 in 1989, leading the way in the opening round of the Florida Winter AMA MX series at Gatorback Raceway in Florida. Bradshaw won the 250cc Pro class with **John Kitsch** and **Fred Andrews** winning the 125 and Open classes, respectively...**Art Barda** was appointed to the position of dirt track manager in the AMA's professional racing division...Camel announced that it would sponsor the **1989 AMA Supercross Series** with a $125,000 point fund...**Jeff Ward** won the 250cc Pro class at the opening round of the CMC Golden State Nationals. **Willie Surratt** and **Mike Healey** won the 125 and 500cc classes, respectively. The 80cc Expert class was won by **Buddy Antunez**...**Ron Naylor** won the 12th Annual Cow Puncher cross country event at Hollister Hills in Hollister, California...Supercross Champion **Rick Johnson** tore ligaments in his knee wile riding at Kenny Roberts' ranch in northern California. Johnson suffered the injury while riding a Honda XR100... CN

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